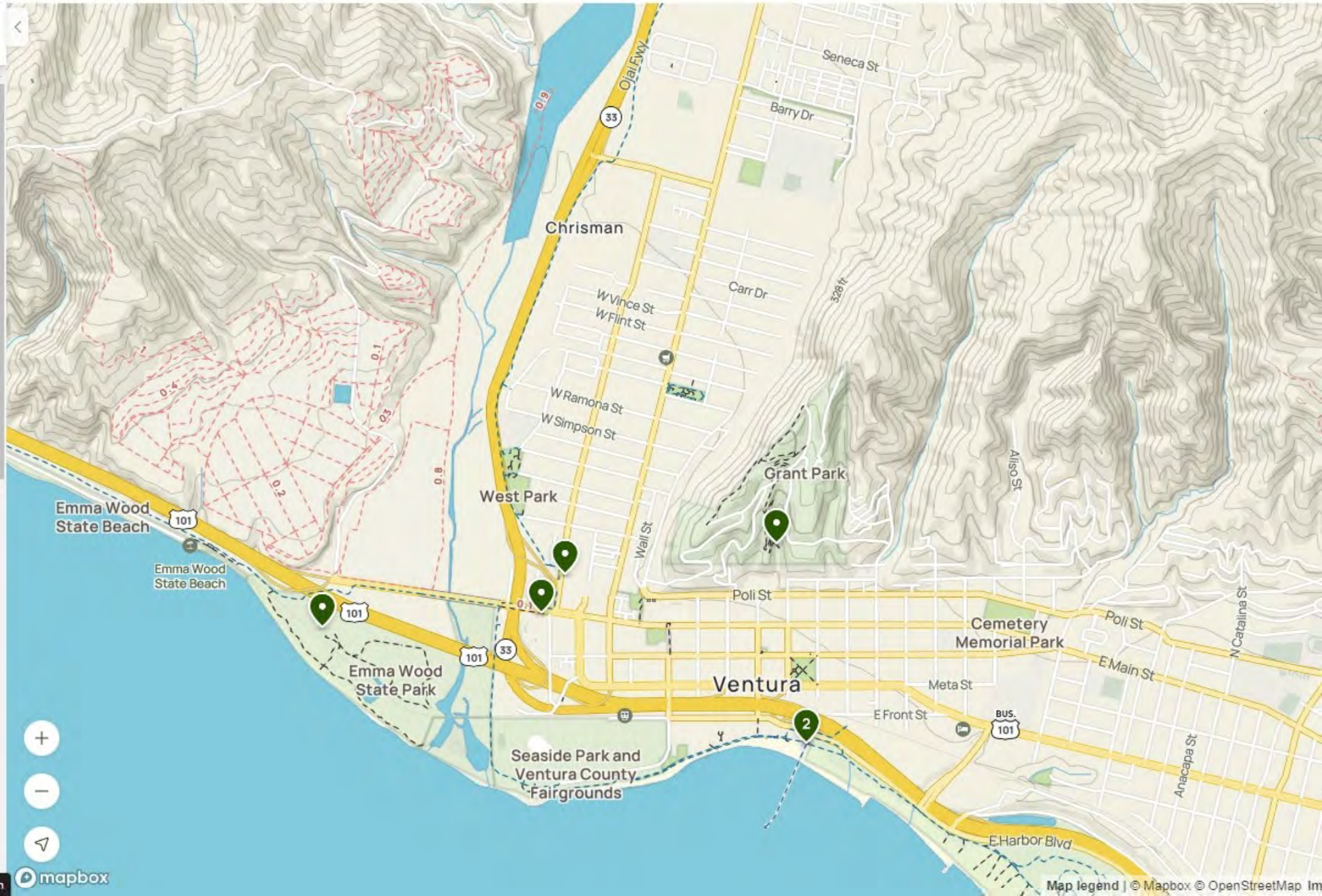


Visual Resource Management (/vr-mgmt)

Bureau of Land Management (/vr-mgmt/blm)

U.S. Forest Service (/vr-mgmt/usfs)

National Park Service (/vr-mgmt/nps)

Other Federal Agencies (/vr-mgmt/other-federal)

Non-Federal Agencies (/vr-mgmt/non-federal)

Visual Resource Management

What Is Visual Resource Management?

The U.S. Department of the Interior Bureau of Land Management (BLM) defines visual resource management (VRM) as the inventory and planning actions taken to identify visual resource values and to establish objectives for managing those values, and the management actions taken to achieve the visual resource management objectives. The visual resource programs of most U.S. federal agencies do not meet all of the criteria included in this definition. While some may have established procedures for visual impact assessment, or may have visual resource inventory processes, most do not actively manage lands, and so they do not have inventoried lands with identified resource values and established management objectives, along with procedures or practices for achieving the management objectives. Two agencies with visual resource programs that do meet these criteria are the BLM and the U.S. Department of Agriculture Forest Service (USFS).

U.S. Department of the Interior Bureau of Land Management

The BLM manages large areas of public land primarily in the Western United States. BLM-administered lands are managed in accordance with approved resource management plans (RMPs). The RMP establishes how the public lands will be used and allocated for different purposes; it is developed with public participation and collaboration. RMP decisions establish goals and objectives for resource management (desired outcomes) and the measures needed to achieve these goals and objectives (management actions and allowable uses).

The BLM has developed the Visual Resource Management (VRM) system (/vr-overview/blm/index.cfm) for visual resource inventory, management, and impact assessment. VRM class objectives are designated to establish the desired future condition of the visual resource. Allowable uses and management actions must be planned in accordance with these desired future conditions. The VRM classes set VRM objectives for lands in each class and describe the limits of allowable visual change in the landscape character with which proposed management activities must comply. See the BLM's Visual Resource Management (VRM) Classes (/vr-mgmt/blm/index.cfm) page of this website for more information on how BLM VRM classes are used to manage scenic resources.

U.S. Department of Agriculture Forest Service

The USFS's Scenery Management System (SMS) provides a framework for the inventory, analysis, and management of scenery on National Forest Lands. Using the SMS, the USFS inventories all USFS-managed lands, and sets landscape character goals scenic integrity objectives for these lands when adopting a forest plan. The SMS is summarized on the USFS Visual Resource Inventory (/vr-inventory/usfs/index.cfm) page of this website and is described in detail in USFS Agriculture Handbook 701 Landscape Aesthetics: A Handbook for Scenery Management (/docs/Landscape Aesthetics (AH-701).pdf) (Issued 1996, 264 pp).

U.S. Department of the Interior National Park Service

The National Park Service (NPS) administers lands and waters within NPS units, but does not currently identify resource values and establish VRM objectives for NPS-managed lands and waters. The NPS has developed the Visual Resource Inventory process (/vr-inventory/nps/index.cfm) for identifying and inventorying important scenic views for conservation purposes, but these lands may be inside or outside NPS units, and there currently is no requirement that all NPS-managed lands and waters be inventoried for scenic values. In some cases, selected individual NPS units have historically developed their own visual resource inventory and/or visual resource management tools and data independently, for use within their unit.

Other Federal Agency Policies and Programs

The Federal Highway Administration (FHWA), U.S. Army Corps of Engineers (USACE), the National Resource Conservation Service (NRCS), and the Federal Energy Regulatory Commission (FERC) are not land management agencies, and thus do not manage visual resources according to the BLM definition above. However, all of these agencies have visual resource-related programs or procedures that they use to protect visual resources in the conduct of their activities. The Bureau of Ocean Energy Management (BOEM) regulates utility-scale energy development on the Outer Continental Shelf, but currently does not conduct scenic inventories or set visual quality objectives for these waters.

Follow the link below to learn more about other federal agency visual resource programs and policies, including the FHWA, USACE, BOEM, NRCS, and FERC:

- Other federal agency visual resource programs and policies (/vr-overview/other-federal/index.cfm)

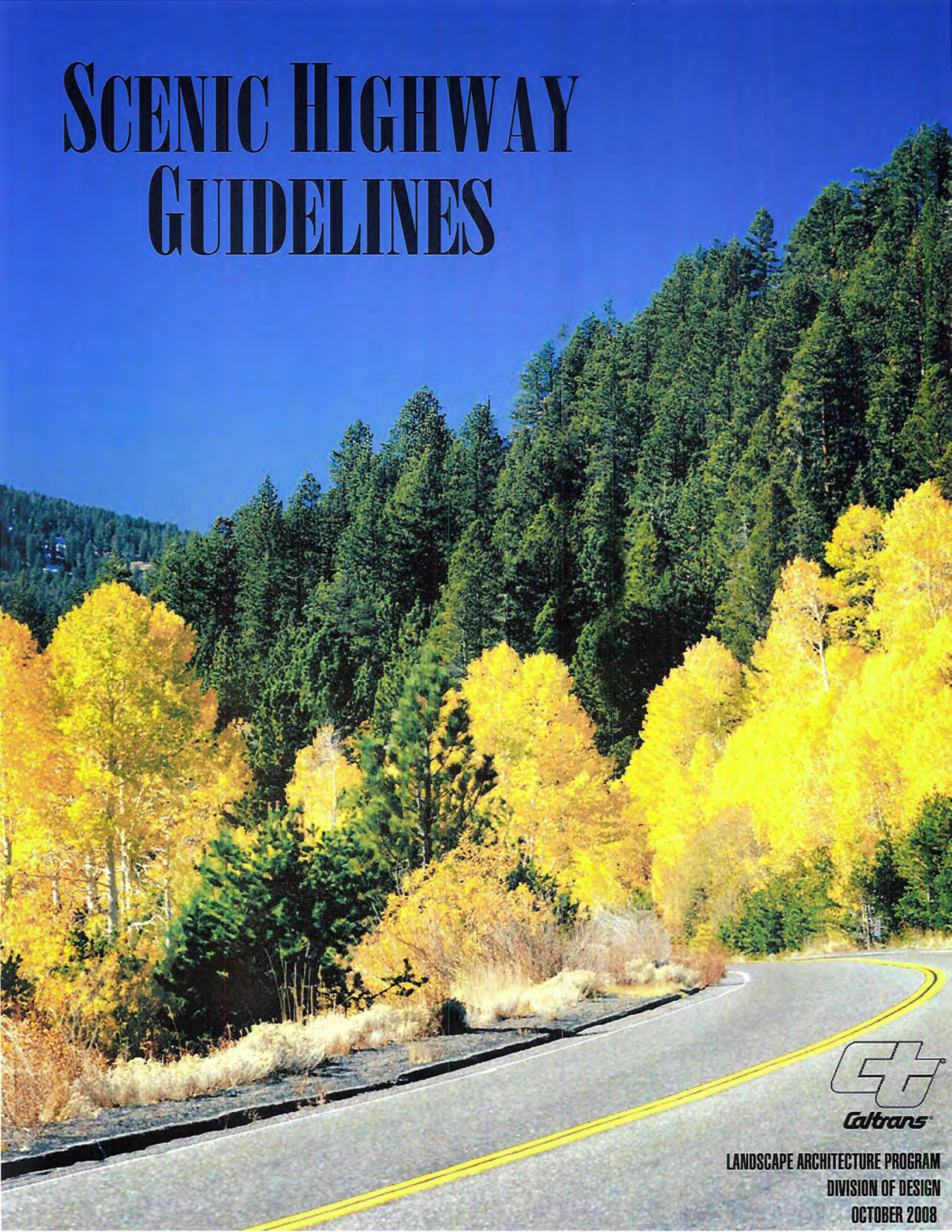
Non-Federal Agency Policies and Programs

A number of states have policies or regulations regarding project siting that include visual resources, and some non-federal agencies have required or recommended processes for conducting visual resource-related projects, such as scenic resources inventories and especially visual impact assessments, but currently non-federal agencies generally do not manage visual resources through inventory of managed lands, the setting of visual resource management objectives for those lands, and the use of procedures to achieve those objectives; however, there are exceptions, such as the Tahoe Regional Planning Agency.

Follow the link below to learn more about other non-federal agency visual resource management:

- Non-federal agency visual resource programs and policies (/vr-mgmt/non-federal/index.cfm)

Scenic Highway Guidelines



Caltrans

LANDSCAPE ARCHITECTURE PROGRAM
DIVISION OF DESIGN
OCTOBER 2008

Scenic Highway Guidelines

TABLE OF CONTENTS

SECTION I: INTRODUCTION AND BACKGROUND

The Department of Transportation (Caltrans) manages the State Scenic Highway Program, provides guidance, and assists local government agencies, community organizations, and citizens with the process to officially designate scenic highways. The following information includes background and criteria for the Scenic Highway Program, and describes nomination steps for the official designation of State and County Scenic Highways. In addition, this guidance discusses compliance reviews and the revocation of scenic highway designations.

Scenic Highway Program History

In 1963, the State Legislature established the California Scenic Highway Program through Senate Bill 1467 (Farr). The bill declared:

> "The development of scenic highways will not only add to the pleasure of the residents of this State, but will also play an important role in encouraging the growth of the recreation and tourist industries upon which the economy of many areas of this State depend."

Senate Bill 1467 added Sections 260 through 263 to the Streets and Highways Code. In these statutes the State proclaims intent to:

> "establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the State highway system which, together with adjacent scenic corridors, require special conservation treatment." (Scenic corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way, and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries.)

Existing law provides Caltrans with full possession and control of all State highways. This legislation places the Scenic Highway Program under the stewardship of Caltrans.

The legislation further declares the intent of the State to assign responsibility for the regulation of land use and development along scenic highways to the appropriate State and local governmental agencies. A county highway component was later added to the Scenic Highway Program in Section 154 of the Streets and Highways Code. These and related statutes are located in Appendix A.

Scenic Highway Program Features

The following features characterize the program:

- A State Scenic Highway System list of highways eligible to become, or designated as, official scenic highways. Legislative action establishes and amends this list.

- A process for the designation of official State or County Scenic Highways whereby cities and/or counties (hereafter referred to as local governing bodies) develop and implement a Corridor Protection Program containing five legislatively required elements, generally accepted as land use planning standards.

- State and District Scenic Highway Coordinators who review and recommend eligible highways for official scenic highway designation to the Caltrans Director.

- Caltrans places scenic highway signs with the poppy logo along officially designated scenic routes (the California poppy serves as the logo for the California Scenic Highway Program).

- A process for revoking official State or County Scenic Highway designations that no longer comply with the program requirements.

SECTION II: SCENIC HIGHWAY CRITERIA

The goal of the California Scenic Highway Program is to preserve and enhance the natural beauty of California. California contains several distinct landscape regions and the merits of a particular landscape are considered within the context of its own region. Regardless of landscape region, the highway should traverse an area of outstanding scenic quality, containing striking views, flora, geology, or other unique natural attributes. Therefore, Caltrans evaluates the merits of a nominated highway on how much of the natural landscape a traveler sees and the extent to which visual intrusions impact the "scenic corridor." Visual intrusions may be natural or constructed elements, viewed from the highway, that adversely affect the scenic quality of a corridor. Adverse affects are characterized as minor, moderate, or major. Visual intrusions are evaluated in the following manner:

- The more pristine the natural landscape is and less affected by intrusions, the more likely the nominated highway will qualify as scenic.

- Where intrusions have occurred, the less impact they have on an area's natural beauty, the more likely the nominated highway will qualify as scenic.

- The extent to which intrusions dominate views from the highway will determine the significance of their impact on the scenic corridor.

State highways nominated for scenic designation must first be on the statutory list of highways eligible for scenic designation in the State Scenic Highway System. These highways are identified in Section 263 of the Streets and Highways Code (see Appendix A). A process for adding eligible highways to the statutory list is described in Section III: Obtaining Eligibility. *County* highways nominated for scenic designation that are believed to have outstanding scenic values are considered eligible and do not require any legislative action. Both State and county highway nominations follow the same process and have the same requirements.

Scenic highway nominations are evaluated using the following criteria:

- The State or county highway consists of a scenic corridor that is comprised of a memorable landscape that showcases the natural scenic beauty or agriculture of California (see definition for ‘vividness’, under Section III: Step 1, Visual Assessment).

- Existing visual intrusions do not significantly impact the scenic corridor (see definitions for ‘intactness’ and ‘unity’ below, under Section III. Step 1: Visual Assessment).

- Demonstration of strong local support for the proposed scenic highway designation.

- The length of the proposed scenic highway is not less than a mile and is not segmented.

When Caltrans determines the proposed scenic highway satisfies these qualifications, the local governing body, with citizen support, must adopt a program to protect the scenic corridor. The zoning and land use along the highway must meet the State's legislatively required elements for scenic highway corridor protection as stated in Section IV: Designation Process.

SECTION III: NOMINATION PROCESS

Obtaining Eligibility

A state route must be included on the list of highways eligible for scenic highway designation in Streets and Highways Code Section 263 (see Appendix A). State routes not listed must be added before they can be nominated for official designation. Additions and deletions can only be made through legislative action. Short (less than a mile) or segmented routes are not recommended for inclusion in the State Scenic Highway System. If several suitable routes within a jurisdiction are being considered, they may be incorporated by a single legislative action.

It is advisable for the local governing body to consult with the Caltrans District Scenic Highway Coordinator to determine suitability for scenic designation *before* seeking legislative action. Location and contact information for Caltrans Scenic Highway Coordinators is in Appendix D.

Eligible Scenic Highways

Once a state route is in Streets and Highways Code Section 263, it may be nominated for official designation by the local governing body with jurisdiction over the lands adjacent to the proposed scenic highway. The application to nominate eligible scenic highways for official designation requires the preparation of a visual assessment and Scenic Highway Proposal. The proposal must include a letter of intent from the local governing body, topographic and zoning maps, and a narrative description of the scenic elements in the corridor that includes a discussion of any visual intrusions on scenic views. Steps for completing the application are explained below. A flow chart summarizing the process and procedure is in Appendix B. The local governing body should contact the District Scenic Highway Coordinator before starting this process. See Appendix D for contact information.

STEP 1
Visual Assessment

The local governing body must prepare and submit a brief and concise visual assessment. The visual assessment must identify scenic attributes and visual intrusions, as viewed from the highway, and describe how those characteristics contribute or detract from the overall quality of the corridor's visual environment. The local governing body should consult with the District Scenic Highway Coordinator prior to preparing the visual assessment.

The visual assessment should include the following items for the proposed scenic highway:

- Identification of major landscape segments that represent unique characteristics or that correspond to previously named places or districts.

- An inventory of the natural landscape such as landforms, vegetation, water features.

- A description of visual intrusions and length of impact. Not more then one-quarter of the proposed scenic highway should be impacted by visual intrusions. For a mile segment, "one-quarter" is calculated either as 1/4 of a mile impacted by continuous intrusions on one or both sides of the highway, or intrusions occurring on one or the other side of the highway totaling 1/4 of a mile. Examples of visual intrusions are provided in Appendix E.

- Photo-images or other supporting graphics.

California contains several distinct landscape regions and the merits of a particular landscape are considered within the context of its own region. However, the highway should traverse an area of outstanding scenic quality, containing striking views, flora, geology, and other unique natural attributes.

The visual assessment should use the following terms in discussing visual quality of the proposed scenic highway:

- **Vividness** - The extent to which the landscape is memorable. This is associated with the distinctiveness, diversity and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.

- **Intactness** - The integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions.

- **Unity** - The extent to which visual intrusions are sensitive to and in visual harmony with the natural landscape.

STEP 2
Consultation with Caltrans

The local governing body must discuss and field review the visual assessment of the proposed scenic highway with the District Scenic Highway Coordinator before proceeding to Step 3.

STEP 3
Scenic Highway Proposal

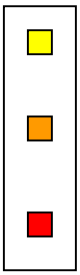
The local governing body must prepare a Scenic Highway Proposal that consists of the following:

A. Letter of intent – The local governing body must submit a current letter of intent to seek official scenic highway designation. When more than one governing body is involved, a joint letter of intent may be submitted. The letter should cite the reason(s) (e.g., scenic protection, tourism) for seeking official scenic highway designation.

B. Topographic map and map overlay – A two-part mapping procedure is required to illustrate the visual quality of the proposed scenic highway.

A topographic map (USGS or comparable) should show the proposed scenic corridor boundaries and scenic highway limits. The map should show natural features in the landscape such as landforms, water, and vegetative cover.

The map overlay should be colored to indicate where minor, moderate, and major intrusions (see definitions and colors below) are visible from the highway. These colored intrusions should correspond and be identified by state highway post-mile designations. As an alternative to the map overlay, the topographic map may be colored to indicate the level of intrusions. Examples of intrusions are in Appendix E.



Minor intrusions are those that are somewhat but not entirely compatible with the landscape or are of recognized cultural or historical significance. Color these yellow.

Moderate intrusions are those that are not well integrated into the landscape and yet do not dominate the landscape or obstruct scenic views. Color these orange.

Major intrusions are those that dominate the landscape, degrade or obstruct scenic views. Color these red.

C. Zoning map - A zoning map should delineate the scenic corridor and show existing and allowable land uses.

D. Narrative - A complete description of the elements that makes the route scenic, including natural features, structures of historical significance and other scenic resources that are visible from the highway. The narrative should describe the types of visual intrusions such as buildings, unsightly land uses, and noise barriers, and the percentage for minor, moderate, or major intrusions impacting the highway. In addition, provide a description of present zoning and planned zoning changes for lands in the scenic corridor. Include photo-images and other supporting graphics.

To calculate the percentage of the highway impacted by visual intrusions, determine the highway length impacted by each intrusion and divide it by the total mileage of the proposed scenic highway in one direction. When intrusions occur on both sides of the highway at the same location, measure and select only the more prominent intrusion (e.g., major over moderate, moderate over minor) for calculating length and percentage. As an example, when a 5-mile segment of proposed scenic highway has a 1/2-mile section that is impacted by moderate intrusions on one side and minor intrusions on the other, then it should be noted that approximately ten percent of the roadway is impacted by moderate intrusions.

The Scenic Highway Proposal should be placed on the agenda at a public meeting to allow public input at the beginning of the project. Include letters of support for the proposal from the public and other interested parties.

Examples of Scenic Highway Proposals are available on the Scenic Highways webpage at:
http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/sr1_example.pdf
http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/sr395_example.pdf

STEP 4
Caltrans Review of Scenic Highway Proposal

- Following completion of the Scenic Highway Proposal, the local governing body submits 1 electronic copy and 3 hard copies to the District Scenic Highway Coordinator.

- The District Scenic Highway Coordinator forwards a copy of the proposal to the State Scenic Highway Coordinator for concurrent review. The proposal is reviewed for

completeness and accuracy, and to ensure it complies with Section II: Scenic Highway Criteria.

- ❖ The District Scenic Highway Coordinator provides comments to the local governing body, including those by the State Scenic Highway Coordinator, for incorporating into the proposal.

- ❖ After the final package is accepted and the Scenic Highway Coordinators determine the route meets scenic highway criteria, the District Scenic Highway Coordinator directs the local governing body to begin the next step; preparation and adoption of the Corridor Protection Program as described in Section IV: Designation Process.

SECTION IV: DESIGNATION PROCESS

STEP 1
Corridor Protection Program

This step requires the local governing body to develop and adopt protection measures in the form of ordinances, zoning, and/or planning policies that apply to the area of land within the scenic corridor (see definition in Section I: Scenic Highway Program History). When there is more than one governing body involved, each jurisdiction shall jointly submit protection measures. Such ordinances and/or policies may already exist. They should be assembled in an easy-to-read format and arranged under the headings of the five legislatively required elements[1] listed below. They should be written in sufficient detail to avoid broad discretionary interpretation and demonstrate a concise strategy to effectively maintain the scenic character of the corridor. An effective protection program ensures that activities within the scenic corridor are compatible with scenic resource protection and consistent with community values, while still allowing appropriate development.

The five legislatively required elements of corridor protection[2] are:

1) Regulation of land use and density of development (i.e., density classifications and types of allowable land uses),

2) Detailed land and site planning (i.e., permit or design review authority and regulations for the review of proposed developments),

3) Control of outdoor advertising (i.e., prohibition of off-premise advertising signs[3] and control of on-premise advertising signs),

4) Careful attention to and control of earthmoving and landscaping (i.e., grading ordinances, grading permit requirements, design review authority, landscaping and vegetation requirements), and

[1] See Appendix A, Section 261 of the Streets and Highways Code, Planning and Design Standards.
[2] For additional requirements on scenic highways see Appendix A, Section 320 of the Public Utilities Code, Undergrounding of Electric and Communication Distribution Facilities near State Scenic Highways.
[3] See Appendix A, Section 5440.1 of the Business and Professions Code, Outdoor Advertising Act.

5) The design and appearance of structures and equipment (i.e., design review authority and regulations for the placement of utility structures, microwave receptors, wireless communication towers, etc.).

Examples of Corridor Protection Programs are available on the Scenic Highways webpage at:
http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/sr1_example.pdf
http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/sr395_example.pdf

STEP 2
Public Participation

Public participation is important for the preparation of a Corridor Protection Program. Affected property owners, local citizens' committees, environmental groups and other stakeholders who might be impacted or interested in the proposed designation should be involved as early as possible to afford ample time for review and comment before official action is taken. Direct notification of affected parties by the local governmental body is strongly suggested. Effective citizen participation results in a protection program that meets local desires and reduces the probability of controversy.

STEP 3
Caltrans Review of Corridor Protection Program

Following adoption of the Corridor Protection Program, the local governing body(s) submits a request for official designation to the District Scenic Highway Coordinator. The submittal must include 1 electronic version and 3 hard copies of each:

- The adopted Corridor Protection Program, arranged under the headings of the five legislatively required elements,
- A brief description of the process employed for public participation, and
- Evidence of protection program adoption such as official resolution, copy of local ordinances, or planning policies.

The Corridor Protection Program is reviewed as follows:

- The District Scenic Highway Coordinator forwards a copy of the Corridor Protection Program to the State Scenic Highway Coordinator for concurrent review. The coordinators check for compliance with the five legislatively required elements and indicate to the local governing body any deficiencies of the Corridor Protection Program.
- After receiving an acceptable submittal that includes any deficiency corrections, the District Scenic Highway Coordinator submits a recommendation for official designation to the Caltrans District Director for concurrence.
- Upon District Director concurrence, a recommendation to designate the route is submitted to the State Scenic Highway Coordinator. If the State Scenic Highway Coordinator concurs with the District recommendation, then a final recommendation to designate the route is submitted to the Caltrans Director for approval.

STEP 4
Official Designation of Scenic Highways

If the Caltrans Director approves the scenic highway recommendation, the route becomes an official State Scenic Highway. In the case of a recommendation to designate a county highway, the Director authorizes the county to designate the highway as an official County Scenic Highway. State and County Scenic Highways are on the Caltrans scenic highway map and included with other information made available to the public.

SECTION V: SCENIC HIGHWAY SIGNS

Upon official designation, Caltrans places and maintains scenic highway signs on *State* Scenic Highways. For *County* Scenic Highways the District, at its discretion, furnishes scenic highway signs to the county at no cost. The county is responsible for the installation and maintenance of these signs. Standards for scenic highway signing are published in the *Manual of Uniform Traffic Control Devices (MUTCD) California Supplement* and include guidance for:

Posting **G30** scenic highway signs (48" x 26"), when appropriate, with the words "scenic route," to identify routes that have been designated as official State Scenic Highways. The sign is installed on the right at the beginning of the scenic route. A standard sign indicating, "begin" (26" x 12") may be used with this sign.

Posting **G30A** scenic highway signs (12" x 18" or 18" x 27") at beginning, end and/or intermittent locations on the State Scenic Highway. These signs are posted below and on the same post as the route shields. On conventional highways, these signs will be installed at important urban and rural intersections and at three- to five-mile intervals in rural areas. **G30C** signs indicating "begin" (26" x 12") and/or **G30D** signs indicating "end" (18" x 12") may be used in combination with these signs.

Posting **G30B** five-sided scenic highway signs (18" x 18" or 24"x 24") at beginning and/or intermittent locations on the County Scenic Highway.

All requests for new or replacement signs must be ordered and approved by the Caltrans District Traffic Engineer.

SECTION VI: COMPLIANCE REVIEW

The degree to which a Corridor Protection Program is successful depends on enforcement of the protection measures. This requires that the District Scenic Highway Coordinator remains familiar with the requirements of the protection program and any significant visual changes to the corridor. Caltrans is authorized by statute to revoke an official scenic highway designation if it

determines that the Corridor Protection Program or the scenic quality of the corridor is no longer in compliance.

Caltrans defines non-compliance for a Corridor Protection Program as a program that:

- No longer complies with the five legislatively required elements under Section 261 of the Streets and Highways Code, or
- No longer affords protection because required elements have been amended or changed, or
- No longer is being enforced by the local governing body.

Non-compliance for scenic quality is defined as a route or route segment that has been significantly degraded due to visual intrusions.

To maintain the consistency and integrity of the California Scenic Highway Program, Caltrans conducts a compliance review of each designated scenic highway and its Corridor Protection Program every five years, or more often if the corridor has significant scenic degradation issues. The District Scenic Highway Coordinator initiates this effort and conducts a field review to assess the effectiveness of the route's protection program. At this time the local governing body(s) is asked to provide a copy of the protection program, that includes any amendments or updates, approved variances or exceptions that are relevant. If the local governing body chooses to forego this review it may request, by letter of intent, revocation of the scenic highway designation. For the complete process under this circumstance see Section VII: Revocation Process.

If it is determined that no scenic degradation or protection program infractions exist, or if infractions have been identified and are resolved, the District Scenic Highway Coordinator informs the State Scenic Highway Coordinator and certifies route compliance. When protection program infractions are identified, the District Scenic Highway Coordinator will notify the local governing body(s) to discuss a possible resolution. The local governing body(s) will be given a period of one year from the date of notification to remedy the infraction(s). The District Scenic Highway Coordinator documents the protection program infractions and whether or not they are resolved.

SECTION VII: REVOCATION PROCESS

Initiated by Caltrans

- When significant scenic degradation has occurred or when there are protection program infractions that cannot be resolved, the District Scenic Highway Coordinator informs the State Scenic Highway Coordinator.
- The District Scenic Highway Coordinator prepares the appropriate documentation and, with concurrence from the District Director, notifies the local governing body of the Department's intent to revoke the scenic highway designation.
- Following a meeting between the District and the local governing body to discuss this action, the District Scenic Highway Coordinator submits a recommendation for revocation to the State Scenic Highway Coordinator.

- ❖ If the State Scenic Highway Coordinator concurs with the District recommendation, then a final recommendation for revocation is submitted to the Caltrans Director for approval.

- ❖ The Director makes the final decision to revoke the scenic highway designation. If the Director approves revocation, the local governing body(s) receives official notification of this action. Caltrans removes scenic highway signs along the route and references in maps and other program materials.

- ❖ For County Scenic Highways the Director rescinds authority of the county to designate the highway as scenic and officially requests that the county remove the scenic highway signs along the route. References in maps and other program materials are removed.

- ❖ The appropriate portions of these State and county routes are no longer considered eligible and the local governing body (s) is no longer required to maintain its Corridor Protection Program.

Initiated by Local Governing Body

- ❖ A local governing body may request that Caltrans revoke a scenic highway designation within its jurisdiction at any time. The revocation proposal should be placed on the agenda at a public meeting to allow public input.

- ❖ A letter of intent by the local governing body must be submitted to the District Scenic Highway Coordinator. When more than one governing body is responsible for the scenic highway, a joint letter must be submitted. The letter should cite the reason(s) for the jurisdiction's desire to revoke the scenic highway designation.

- ❖ The District Scenic Highway Coordinator informs the Caltrans District Director and forwards the request, including documentation, to the State Scenic Highway Coordinator.

- ❖ After receiving the revocation request the State Scenic Highway Coordinator reviews and then forwards it to the Caltrans Director for approval.

- ❖ The Director approves the revocation and officially notifies the local governing body(s). Caltrans removes scenic highway signs along the State routes and for county routes requests that the county remove its scenic highway signs. References in maps and other program materials are removed.

SECTION VIII: CONFLICT RESOLUTION PROCESS

The Chief, Division of Design facilitates the resolution of Department or external conflicts regarding scenic highway designation or revocation proposals. Conflicts may arise from opposing recommendations between the District and the Landscape Architecture Program (LAP) for scenic highway designation or revocation proposals. Similarly, a local governing body may not agree with the Department's position on the merits of a designation or revocation proposal. The elevation of a conflict to the Chief, Division of Design, should be done only after both parties have consented to this course of action and all reasonable efforts have been made to reach agreement at the lowest level possible. Elevation of the issue should occur in a timely manner.

Initiated by Caltrans

For internal Department conflicts, issues are documented in memorandum form and forwarded to the Chief, Division of Design for discussion. The District and LAP describe their opposing positions in this memo, and provide the appropriate background, discussion, time factor, and recommendation. The Chief, Division of Design facilitates a meeting between the District and LAP representatives, and ensures that each party make a concerted effort to reach a consensus. If consensus cannot be reached, the Chief Engineer reviews the issue and determines the Department's official position for designation or revocation. The goal is to provide a unified Department response to the local jurisdiction for designation or revocation proposals.

Initiated by Local Governing Body

When the local governing body does not agree with the Department's position regarding scenic highway designation or revocation proposals, it requests a meeting with the Chief, Division of Design. The Chief, Division of Design facilitates a meeting between the local agency and the Department's representatives. Each party presents their case, and after careful consideration of this information, including scenic highway program guidance and statutes, the Chief, Division of Design recommends a resolution. If the local governing body does not agree to the resolution then they may submit an appeal to the Chief Engineer for reconsideration. The Chief Engineer reviews the appeal and makes a final determination on recommending scenic highway designation or revocation to the Director. If a revocation recommendation is forwarded to the Director for approval, full disclosure of any opposition by the local governing body is included.

SECTION IX: MISCELLANEOUS

Route Realignments and Relocation

When a route is realigned from its original location, scenic designation or eligibility status is not automatically carried over to the new location. A route may be eligible for designation when the new alignment is within the same corridor, or when the alignment is outside of the existing corridor and in an area of outstanding scenic quality. Scenic designation may be transferred if the new alignment remains within the protected scenic corridor. The Caltrans District Scenic Highway Coordinator makes these determinations with concurrence from the State Scenic Highway Coordinator.

Undergrounding of Utility Lines

Section 320 of the California Public Utilities Code requires the undergrounding of all new or relocated electric and communication distribution facilities within 1,000 feet of any highway designated an official scenic highway and visible from that highway where feasible. Appendix A provides the full text of Section 320. Copies of the Public Utilities Commission's Order and Court Decisions Relating to Section 320 are available from the Caltrans District Scenic Highway Coordinator, and provide more detail on utility undergrounding. The California Public Utilities Commission makes final determinations regarding exceptions to undergrounding utilities.

Effects of Official Designation on Highway Construction, Emergency Repairs and Maintenance Activities

Highway construction and emergency repairs proposed on designated State Scenic Highways are evaluated for visual impact to scenic views as part of the environmental process. If impacts occur, then appropriate mitigation measures are necessary. Generally, the designation of a route as an official scenic highway does not substantially alter the type of project proposed but it may limit the use of statutory or categorical exemption from the California Environmental Quality Act[4] (CEQA).

Caltrans works with appropriate agencies to ensure the protection of scenic corridors to the maximum extent feasible. It identifies impacts to scenic corridors such as degradation and obstruction of scenic views as an integral part of its project planning, project development and maintenance operations.

[4] See Appendix A, Public Resources Code Sections 21080.33 and 21084(b)

APPENDIX A

STATUTES RELATING TO THE CALIFORNIA STATE SCENIC HIGHWAY PROGRAM

STREETS AND HIGHWAY CODE
Division 1, Chapter 2, Article 2.5

260. LEGISLATIVE INTENT
It is the intent of the Legislature in designating certain portions of the state highway system as state scenic highways to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the state highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment. It is further declared to be the intent of the Legislature in designating such scenic highways to assign responsibility for the development of such scenic highways and for the establishment and application of specific planning and design standards and procedures appropriate thereto and to indicate, in broad statement terms, the location and extent of routes and areas requiring continuing and careful coordination of planning, design, construction, and regulation of land use and development, by state and local agencies as appropriate, to protect the social and economic values provided by the State's scenic resources.

261. PLANNING AND DESIGN STANDARDS; COMPLETE HIGHWAY
The department shall establish and apply pertinent planning and design standards for development of official scenic highways. In establishing and applying such standards for, and undertaking the development of official scenic highways, the department shall take into consideration the concept of the "complete highway," which is a highway which incorporates not only safety, utility, and economy, but also beauty. The department shall also take into consideration in establishing such standards that, in a "complete highway," pleasing appearance is a consideration in the planning and design process. In the development of official scenic highways, the department shall give special attention both to the impact of the highway on the landscape and to the highway's visual appearance. The standards for official scenic highways shall also require that local governmental agencies have taken such action as may be necessary to protect the scenic appearance of the scenic corridor, the band of land generally adjacent to the highway right-of-way, including, but not limited to, (1) regulation of land use and intensity (density) of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earthmoving and landscaping; and (5) the design and appearance of structures and equipment.

262. DESIGNATION OF SCENIC HIGHWAYS
Whenever the department determines that the corridor protection program for any state highway in the state scenic highway system established by this article has been implemented by local governmental agencies and a plan and program has been developed by the department for bringing the highway up to the standards for official scenic highways established by the department, including the concept of the "complete highway," as described in Section 261, the department shall designate the highway as an official state scenic highway and shall so indicate the highway in any publications of the department or in any maps which are issued by the department to the public.

The department shall cause appropriate signs to be placed and maintained along the portions of the state scenic highway system which the department has designated as official state scenic highways that indicate that the highways are official state scenic highways.

If at any time the department determines that the corridor protection program of local governmental agencies, with respect to any highway which has been designated as an official state scenic highway, no longer adequately carries out responsibility of the local governmental agencies for the protection of the scenic corridor, it may revoke the designation of the highway as an official state scenic highway and remove the signs which so indicate the highway.

262.1 LOCATION AND CONSTRUCTION OF NEW DISTRICT FACILITY OF LOCAL AGENCY WITHIN SCENIC CORRIDOR; APPROVAL

A local agency as defined in subdivision (c) of Section 65402 of the Government Code, shall coordinate its planning with, and obtain the approval from, the appropriate local planning agency on the location and construction of any new district facility that would be within the scenic corridor of any state scenic highway.

263. SCENIC HIGHWAY SYSTEM; ESTABLISHMENT; COMPOSITION

The state scenic highway system is hereby established and shall be composed of the highways specified in this article. The highways listed in Sections 263.1 to 263.8, inclusive are either eligible for designation as state scenic highways or have been so designated.

263.1 THE STATE SCENIC HIGHWAY SYSTEM SHALL INCLUDE:

Routes 28, 35, 38, 52, 53, 62, 74, 75, 76, 89, 96, 97, 127, 150, 151, 154, 156, 158, 161, 173, 197, 199, 203, 209, 221, 236, 239, 243, 247, 254, and 330 in their entirety.

263.2 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 1 TO 4

The state scenic highway system shall also include:

- Route 1 from: (a) Route 5 south of San Juan Capistrano to Route 19 near Long Beach, (b) Route 187 near Santa Monica to Route 101 near El Rio, (c) Route 101 at Las Cruces to Route 246 near Lompoc, (d) Route 227 south of Oceano to Route 101 near Pismo Beach, (e) Route 101 near San Luis Obispo to Route 35 near Daly City, (f) Route 35 in San Francisco to Route 101 near the approach to the Golden Gate Bridge in San Francisco, (g) Route 101 near Marin City to Route 101 near Leggett.
- Route 2 from Route 210 in La Canada Flintridge to Route 138 via Wrightwood.
- Route 3 from: (a) Route 36 near Peanut to Route 299 near Douglas City, (b) Route 299 near Weaverville to Montague.
- Route 4 from: (a) Route 160 near Antioch to Route 84 near Brentwood, (b) Route 49 near Angels Camp to Route 89.

263.3 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 5, 8 TO 10, 12, 14 TO 18, 20, 24, 25, 27, 29, 30, 33 AND 36

The state scenic highway system shall also include:

- Route 5 from: (a) The international boundary near Tijuana to Route 75 near the south end of San Diego Bay, (b) San Diego opposite Coronado to Route 74 near San Juan Capistrano, (c) Route 210 near Tunnel Station to Route 126 near Castaic, (d) Route 152 west of Los Banos to Route 580 near Vernalis, (e) Route 44 near Redding to the Shasta Reservoir, (f) Route 89 near Mt. Shasta to Route 97 near Weed, (g) Route 3 near Yreka to the Oregon state line near Hilts.
- Route 8 from Sunset Cliffs Boulevard in San Diego to Route 98 near Coyote Wells.
- Route 9 from: (a) Route 1 near Santa Cruz to Route 2 near Boulder Creek, (b) Route 236 near Boulder Creek to Route 236 near Waterman Gap, (c) Route 236 near Waterman Gap to Route 35, (d) Saratoga to Route 17 near Los Gatos, (e) Blaney Plaza in Saratoga to Route 35.
- Route 10 from Route 38 near Redlands to Route 62 near Whitewater.
- Route 12 from Route 101 near Santa Rosa to Route 121 near Sonoma.
- Route 14 from Route 58 near Mojave to Route 395 near Little Lake.
- Route 15 from: (a) Route 76 near the San Luis Rey River to Route 91 near Corona, (b) Route 58 near Barstow to Route 127 near Baker.
- Route 16 from Route 20 to Capay.
- Route 17 from Route 1 near Santa Cruz to Route 9 near Los Gatos.
- Route 18 from Route 138 near Mt. Anderson to Route 247 near Lucerne Valley.
- Route 20 from: (a) Route 1 near Fort Bragg to Route 101 near Willits, (b) Route 101 near Calpella to Route 16, (c) Route 49 near Grass Valley to Route 80 near Emigrant Gap.
- Route 24 from the Alameda-Contra Costa county line to Route 680 in Walnut Creek.
- Route 25 from Route 198 to Route 156 near Hollister.
- Route 27 from Route 1 to Mulholland Drive.

•Route 29 from: (a) Route 37 near Vallejo to Route 221 near Napa, (b) The vicinity of Trancas Street in northwest Napa to Route 20 near Upper Lake.
•Route 30 from Route 330 near Highland to Route 10 near Redlands.
•Route 33 from: (a) Route 101 near Ventura to Route 150, (b) Route 150 to Route 166 in Cuyama Valley, (c) Route 198 near Coalinga to Route 198 near Oilfields.
•Route 36 from: (a) Route 101 near Alton to Route 3 near Peanut, (b) Route 89 near Morgan Summit to Route 89 near Deer Creek Pass.

263.4 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 37, 39 TO 41, 44, 46, 49, 50, 57, 58, 68, 70 AND 71

The state scenic highway system shall also include:

•Route 37 from: (a) Route 251 near Nicasio to Route 101 near Novato, (b) Route 101 near Ignacio to Route 29 near Vallejo.
•Route 39 from Route 210 near Azusa to Route 2.
•Route 40 from Barstow to Needles.
•Route 41 from: (a) Route 1 near Morro Bay to Route 101 near Atascadero, (b) Route 46 near Cholame to Route 33, (c) Route 49 near Oakhurst to Yosemite National Park.
•Route 44 from Route 5 near Redding to Route 89 near Old Station.
•Route 46 from: (a) Route 1 near Cambria to Route 101 near Paso Robles, (b) Route 101 near Paso Robles to Route 41 near Cholame.
•Route 49 from: (a) Route 41 near Oakhurst to Route 120 near Moccasin, (b) Route 120 to Route 20 near Grass Valley, (c) Route 20 near Nevada City to Route 89 near Sattley.
•Route 50 from Route 49 near Placerville to the Nevada state line near Lake Tahoe.
•Route 57 from Route 90 to Route 60 near Industry.
•Route 58 from Route 14 near Mojave to Route 15 near Barstow.
•Route 68 from Monterey to Route 101 near Salinas.
•Route 70 from Route 149 near Wicks Corner to Route 83 north of Corona.
•Route 71 from Route 91 near Corona to Route 83 north of Corona.

263.5 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 78 TO 80, 84, 88, 91, 92 AND 94

The state scenic highway system shall also include:

•Route 78 from Route 79 near Santa Ysabel to Route 86 passing near Julian.
•Route 79 from: (a) Route 8 near Descanso to Route 78 near Julian, (b) Route 78 near Santa Ysabel to Route 371 near Aguanga.
•Route 80 from: (a) Route 280 near First Street in San Francisco to Route 61 in Oakland, (b) Route 20 near Emigrant Gap to the Nevada state line near Verdi, Nevada.
•Route 84 from Route 238 to Route 680 near Sunol.
•Route 88 from Route 49 in Jackson to the Nevada state line via Pine Grove, Silver Lake, and Kirkwood.
•Route 91 from Route 55 near Santa Ana Canyon to Route 15 near Corona.
•Route 92 from Route 1 near Half Moon Bay to Route 280 near Crystal Springs Lake.
•Route 94 from Route 125 near Spring Valley to Route 8 west of Jacumba.

263.6 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 101, 108, 111, 116, 118, 120, 121, 125 AND 126

The state scenic highway system shall also include:

•Route 101 from: (a) Route 27 (Topanga Canyon Road) to Route 46 near Paso Robles, (b) Route 156 near Prunedale northeasterly to Route 156, (c) A point in Marin County opposite San Francisco to Route 1 near Marin City, (d) Route 37 near Ignacio to Route 37 near Novato, (e) Route 20 near Calpella to Route 20 near Willits, (f) Route 1 near Leggett to Route 199 near Crescent City, (g) Route 197 near Fort Dick to the Oregon state line.
•Route 108 from Route 49 near Sonora to Route 395.
•Route 111 from: (a) Bombay Beach in Salton Sea State Park to Route 195 near Mecca, (b) Route 74 near Palm Desert to Route 10 near Whitewater.
•Route 116 from Route 101 near Cotati to Route 1 near Jenner.
•Route 118 from Route 23 to DeSoto Avenue near Browns Canyon.

- •Route 120 from: (a) Route 49 near Chinese Camp to Route 49 near Moccasin, (b) The east boundary of Yosemite National Park to Route 395 near Mono Lake.
- •Route 121 from: (a) Route 37 near Sears Point to Route 12 near Sonoma, (b) Route 221 near Napa State Hospital to near the vicinity of Trancas Street in northeast Napa.
- •Route 125 from Route 94 near Spring Valley to Route 8 near La Mesa.
- •Route 126 from Route 150 near Santa Paula to Route 5 near Castaic.

263.7 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 138 TO 140, 142, 146, 152, 160, 163, 166, 168, 174, 178, 180, 190 AND 266

The state scenic highway system shall also include:

- •Route 138 from Route 2 near Wrightwood to Route 18 near Mt. Anderson.
- •Route 139 from Route 299 near Canby to the Oregon state line near Hatfield.
- •Route 140 from Route 49 at Mariposa to Yosemite National Park near El Portal.
- •Route 142 from the Orange-San Bernardino county line to Peyton Drive.
- •Route 146 from Pinnacles National Monument to Route 25 in Bear Valley.
- •Route 152 from: (a) Route 1 to the Santa Clara county line at Hecker Pass, (b) Route 156 near San Felipe to Route 5.
- •Route 160 from Route 4 near Antioch to Sacramento.
- •Route 163 from Ash Street in San Diego to Route 8.
- •Route 166 from Route 101 near Santa Maria to Route 33 in Cuyama Valley.
- •Route 168 from: (a) Route 65 near Clovis to Huntington Lake, (b) Camp Sabrina to Route 395, (c) Route 395 at Big Pine to Route 266 at Oasis.
- •Route 174 from the Bear River to the Grass Valley city limits.
- •Route 178 from the east boundary of Death Valley National Monument to Route 127 near Shoshone.
- •Route 180 from: (a) Route 65 near Minkler to General Grant Grove section of Kings Canyon National Park, (b) General Grant Grove section of Kings Canyon National Park to Kings Canyon National Park boundary near Cedar Grove.
- •Route 190 from Route 65 near Porterville to Route 127 near Death Valley Junction.
- •Route 266 from the Nevada state line easterly of Oasis to Route 168 at Oasis.

263.8 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 198, 210, 215, 251, 280, 299, 395, 580 AND 680

The state scenic highway system shall also include:

- •Route 198 from: (a) Route 101 near San Lucas to Route 33 near Coalinga, (b) Route 33 near Oilfields to Route 5, (c) Route 99 near Goshen to the Sequoia National Park line.
- •Route 210 from Route 5 near Tunnel Station to Route 134.
- •Route 215 from Route 74 near Romoland to Route 74 near Perris.
- •Route 251 from Route 37 near Nicassio to Route 1 near Point Reyes Station.
- •Route 280 from Route 17 in Santa Clara County to Route 80 near First Street in San Francisco.
- •Route 299 from: (a) Route 101 near Arcata to Route 96 near Willow Creek, (b) Route 3 near Weaverville to Route 5 near Redding, (c) Route 89 near Burney to Route 139 near Canby.
- •Route 395 from Route 14 near Little Lake to Route 89 near Coleville.
- •Route 580 from Route 5 southwest of Vernalis to Route 80.
- •Route 680 from the Santa Clara-Alameda county line to Route 24 in Walnut Creek.

STREETS AND HIGHWAYS CODE
Division 1, Chapter 1, Article 3

154. COUNTY SCENIC HIGHWAYS; ENCOURAGEMENT; DESIGNATION; REVOCATION OF DESIGNATION

The department shall encourage the construction and development by counties of portions of the county highways as official county scenic highways and may furnish to the counties any information or other assistance which will aid the counties in the construction or development or such scenic highways. Whenever the department determines that any county highway meets the minimum standards prescribed by the department for official scenic highways, including the concept of the "complete highway," as described in Section 261, it may authorize the county in which the highway is located to designate the highway as an official county scenic highway and the department shall so indicate the highway in publications of the department and in any maps which are prepared by the department for distribution to the public which show the highway.

If the department determines that any county highway which has been designated as an official county scenic highway no longer meets the minimum standards prescribed by the department for official scenic highways, it may, after notice to the county and a hearing on the matter, if requested by the county, revoke the authority of the county to designate the highway as an official county scenic highway.

PUBLIC UTILITIES CODE
Division 1, Part 1, Chapter 2

320. UNDERGROUNDING OF ELECTRIC AND COMMUNICATION DISTRIBUTION FACILITIES NEAR STATE SCENIC HIGHWAYS

The Legislature hereby declares that it is the policy of this State to achieve, whenever feasible and not inconsistent with sound environmental planning, the undergrounding of all future electric and communication distribution facilities which are proposed to be erected in proximity to any highway designated a state scenic highway pursuant to Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code and which would be visible from such scenic highways if erected above ground. The commission shall prepare and adopt by December 31, 1972, a statewide plan and schedule for the undergrounding of all such utility distribution facilities in accordance with the aforesaid policy and the policy and the rules of the commission relating to the undergrounding of facilities.

The commission shall coordinate its activities regarding the plan with local governments and planning commissions concerned.

The commission shall require compliance with the plan upon its adoption.

This section shall not apply to facilities necessary to the operation of any railroad.

PUBLIC RESOURCES CODE
California Environmental Quality Act (CEQA)
Chapter 2.6: General

21080.33. EMERGENCY PROJECTS TO MAINTAIN, REPAIR OR RESTORE EXISTING HIGHWAYS; APPLICATION OF DIVISION; EXCEPTIONS (TO CEQA)

This division does not apply to any emergency project undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway, as defined in Section 360 of the Vehicle Code, except for a highway designated as an official state scenic highway pursuant to Section 262 of the Streets and Highways Code, within the existing right-of-way of the highway, damaged as a result of fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide, within one year of the damage.

This section does not exempt from this division any project undertaken, carried out, or approved by a public agency to expand or widen a highway damaged by fire, flood, storm, earthquake, land subsistence, gradual movement, or landslide.

21084. LIST OF EXEMPT CLASSES OF PROJECTS; PROJECTS DAMAGING SCENIC RESOURCES

b) No project which may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway designated as an official state scenic highways, pursuant to Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code, shall be exempted from this division pursuant to subdivision (a). This subdivision does not apply to improvements as mitigation for a project for which a negative declaration has been approved or an environmental impact report has been certified.

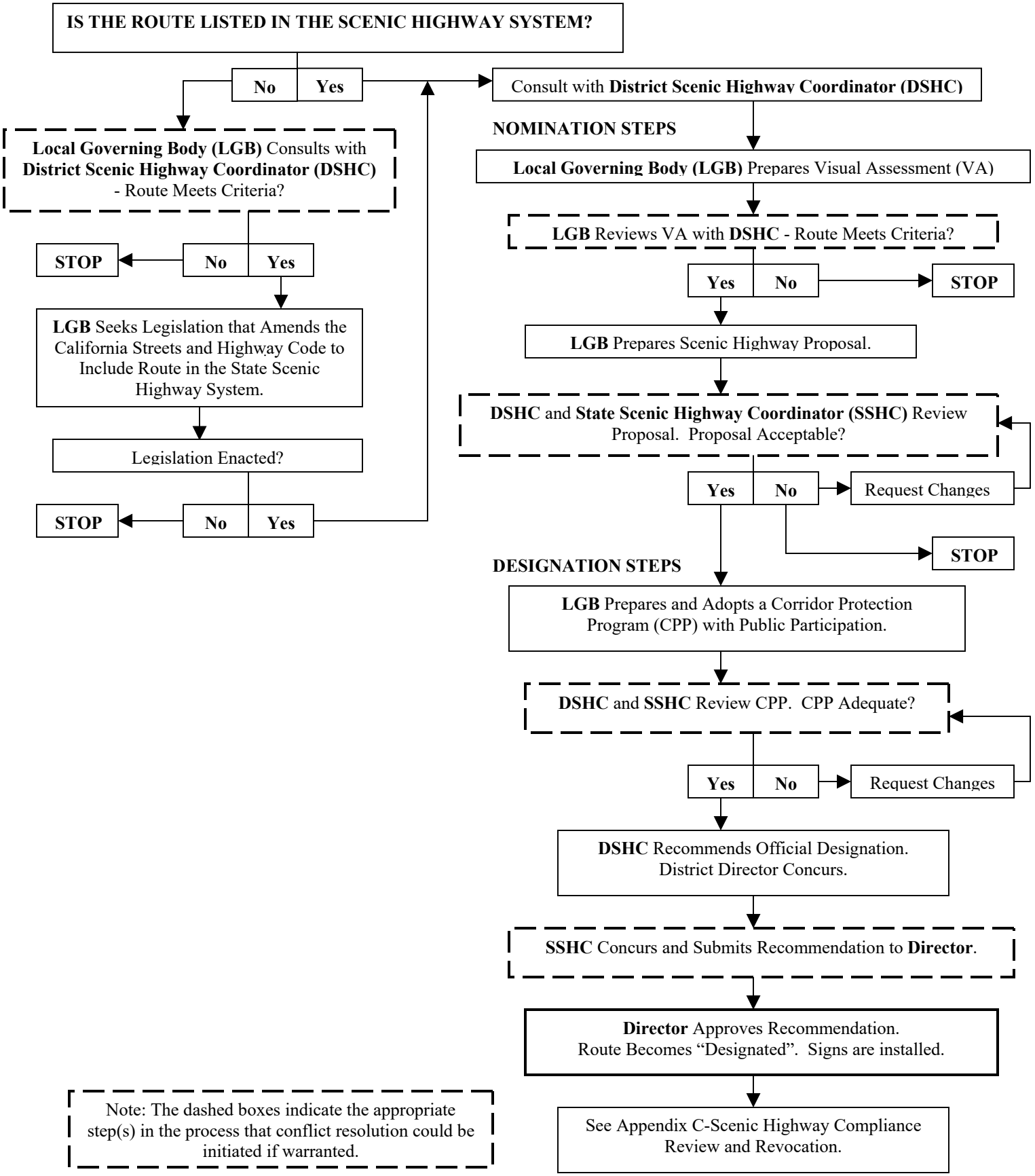
BUSINESS AND PROFESSIONS CODE
Outdoor Advertising Act
Division 3, Chapter 2. Advertisers
Article 8. Landscaped Freeways

5441. Removal of Structures, Signs

Except as provided in Section 5442.5, no advertising display may be placed or maintained along any highway or segment of any interstate highway or primary highway that before, on, or after the effective date of Section 131(s) of Title 23 of the United States Code is an officially designated scenic highway or scenic byway.

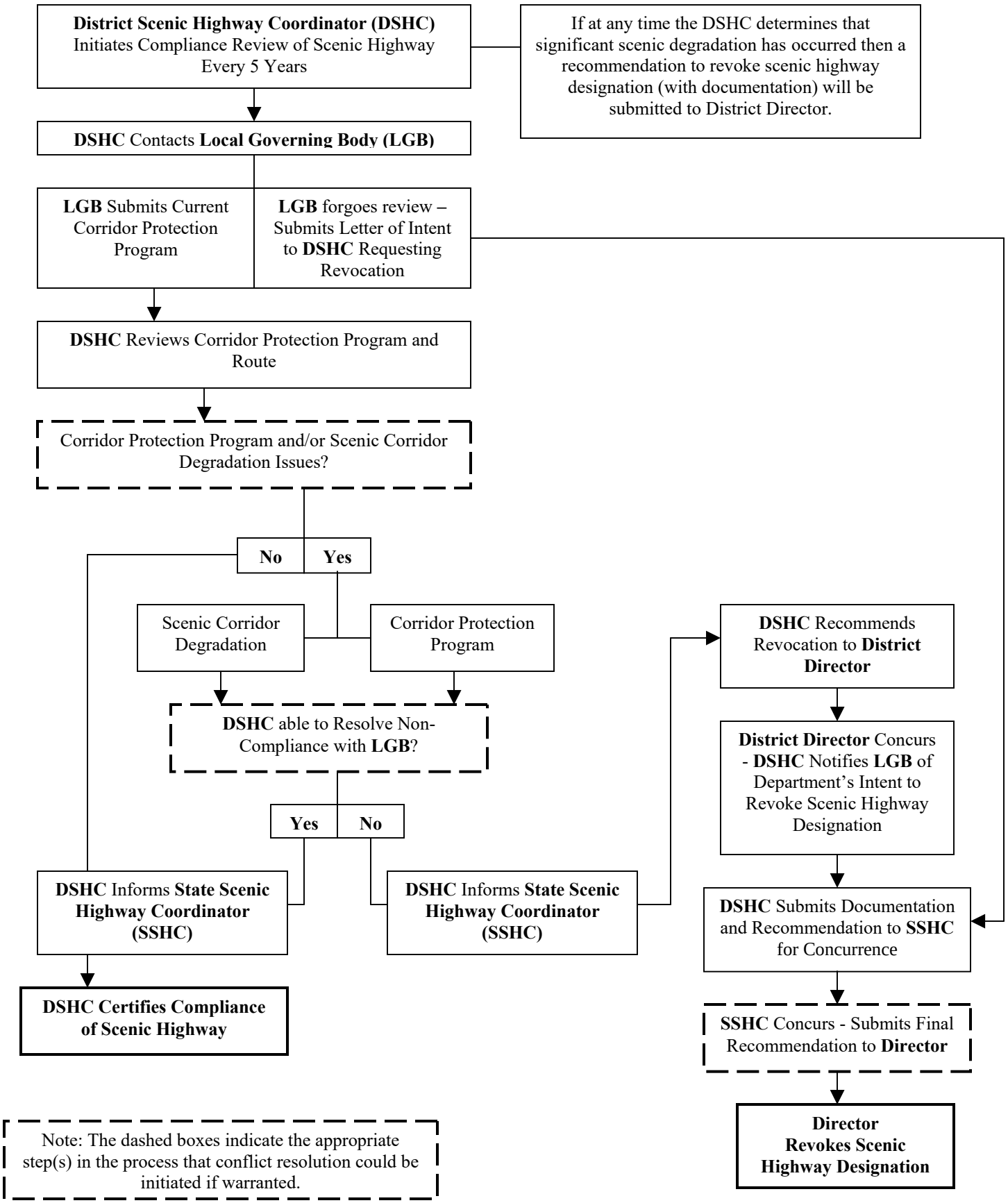
Appendix B

Scenic Highway Designation



Appendix C

Scenic Highway Compliance Review and Revocation



APPENDIX D

CALTRANS HEADQUARTERS AND DISTRICT OFFICES

Below are the streets and mailing addresses for the Caltrans District Offices, and phone numbers of the District Scenic Highway Coordinators. Contact the District Scenic Highway Coordinator regarding general questions and prior to initiating the scenic highway nomination process. You may also contact the State Scenic Highway Coordinator at Caltrans Headquarters.

Caltrans Headquarters
1120 N Street, Sacramento CA 95814
Dennis Cadd
(916) 654-5370
TTY (916) 653-4086

District 1
1656 Union Street, Eureka CA 95501
(P.O. Box 3700, 95502)
Lindsay Walker
(707) 441-4680

District 2
1657 Riverside Drive, Redding CA 96001
(P.O. Box 496073, 96049-6073)
Roberta McLaughlin
(530) 225-2848

District 3
703 B Street, Marysville CA 95901
(P.O. Box 911)
J. D. Adams
(530) 741-4436

District 4
111 Grand Avenue, Oakland CA 94612
(P.O. Box 23660, 94623-0660)
Bryan Walker
(510) 286-4833

District 5
50 Higuera Street, San Luis Obispo CA 93401-5415
Bob Carr
(805) 549-3083

District 6
1352 West Olive Avenue, Fresno CA 93728
(P.O. Box 12616, 93778-2616)
Michael Mills
(559) 230-3135

District 7
120 South Spring Street, Los Angeles CA 90012
Dahlia Persoff
(213) 897-0463

District 8
464 West Fourth Street, San Bernardino CA 92401-1400
Ray Desselle
(909) 381-4529

District 9
500 South Main Street, Bishop CA 93514
Bart Godett
(760) 872-1355

District 10
1976 East Charter Way, Stockton CA 95205
(P.O. Box 2048, 95201)
Kathleen McClaflin
(209) 948-7647

District 11
4050 Taylor Street, San Diego CA 92110
Tom Ham
(619) 688-6719

District 12
3337 Michelson Drive, Suite 380, Irvine CA 92612-8894
Sandy Ankhasirisan
(949) 724-2449

APPENDIX E

EXAMPLES OF VISUAL INTRUSIONS ALONG SCENIC CORRIDORS

The following examples do not include all visual intrusions possible within the corridor. These examples illustrate many of the typical built elements, and should be used as a guide when developing the mapping for the Scenic Highway Proposal. Where more than one example is listed, only one example needs to occur for an intrusion to be applicable. The District Scenic Highway Coordinator may be consulted for assistance in defining specific levels of visual intrusions.

LEVEL OF INTRUSION AND COLOR: **Minor** **Moderate** **Major**

BUILDINGS:
Residential Development, Commercial Development, Industrial Development

Minor - Widely dispersed buildings. Natural landscape dominates. Wide setbacks and buildings screened from roadway. Forms, exterior colors and materials are compatible with landscape. Buildings have cultural or historical significance.

Moderate - Increased numbers of buildings, not well integrated into the landscape. Smaller setbacks and lack of roadway screening. Buildings do not dominate the landscape or obstruct scenic view.

Major - Dense and continuous development. Highly reflective surfaces. Buildings poorly maintained. Visible blight. Development along ridgelines. Buildings dominate the landscape or obstruct scenic view.

UNSIGHTLY LAND USES:
Dumps, Quarries, Concrete Plants, Tank Farms, Auto Dismantling

Minor - Screened from view so that most of facility is not visible from the highway.

Moderate - Not screened and visible but programmed/funded for removal and site restoration. Land use is visible but does not dominate the landscape or obstruct scenic view.

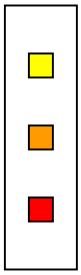
Major - Not screened and visible by motorists. Will not be removed or modified. Land use dominates the landscape or obstructs scenic view.

COMMERCIAL RETAIL DEVELOPMENT

Moderate - Neat and well landscaped. Single story. Generally blends with surroundings. Development is visible but does not dominate the landscape or obstruct scenic view.

Major - Not harmonious with surroundings. Poorly maintained or vacant. Blighted. Development dominates the landscape or obstructs scenic view.

PARKING LOTS



Minor - Screened from view so that most of the vehicles and pavement are not visible from the highway.

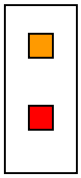
Moderate - Neat and well landscaped. Generally blends with surroundings. Pavement and/or vehicles visible but do not dominate the landscape or degrade scenic view.

Major - Not screened or landscaped. Pavement and/or vehicles dominate the landscape or degrade scenic view.

OFF-SITE ADVERTISING STRUCTURES

Major - Billboards degrade or obstruct scenic view.

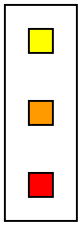
NOISE BARRIERS



Moderate - Noise barriers are well landscaped and complement the natural landscape. Noise barriers do not degrade or obstruct scenic view.

Major - Noise barriers degrade or obstruct scenic view.

POWER LINES AND COMMUNICATION FACILITIES

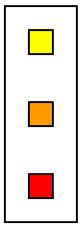


Minor - Not easily visible from road.

Moderate - Visible, but do not dominate scenic view.

Major - Towers, poles or lines dominate view. Scenic view is degraded.

AGRICULTURE:
Structures, Equipment, Crops

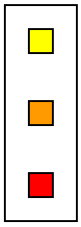


Minor - Generally blends in with scenic view. Is indicative of regional culture.

Moderate - Not compatible with the natural landscape. Scale and appearance of structures and equipment visually competes with natural landscape.

Major - Scale and appearance of structures and equipment are incompatible with and dominates natural landscape. Structures, equipment or crops degrade or obstruct scenic view.

EXOTIC VEGETATION

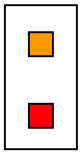


Minor - Used as screening and landscaping. Generally is compatible with scenic view.

Moderate - Competes with native vegetation for visual dominance.

Major - Incompatible with and dominates natural landscape. Scenic view is degraded.

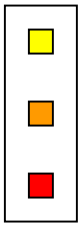
CLEARCUTTING



Moderate - Clearcutting or deforestation is evident, but is in the distant background.

Major - Clearcutting or deforestation is evident. Scenic view is degraded.

EROSION

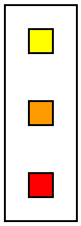


Minor - Minor soil erosion. (i.e., rill erosion)

Moderate - Rill erosion starting to form gullies.

Major - Large slip outs and/or gullies with little or no vegetation. Scenic view is degraded.

GRADING

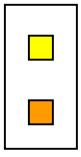


Minor - Grading generally blends with adjacent landforms and topography.

Moderate - Some changes, less engineered appearance and restoration is taking place.

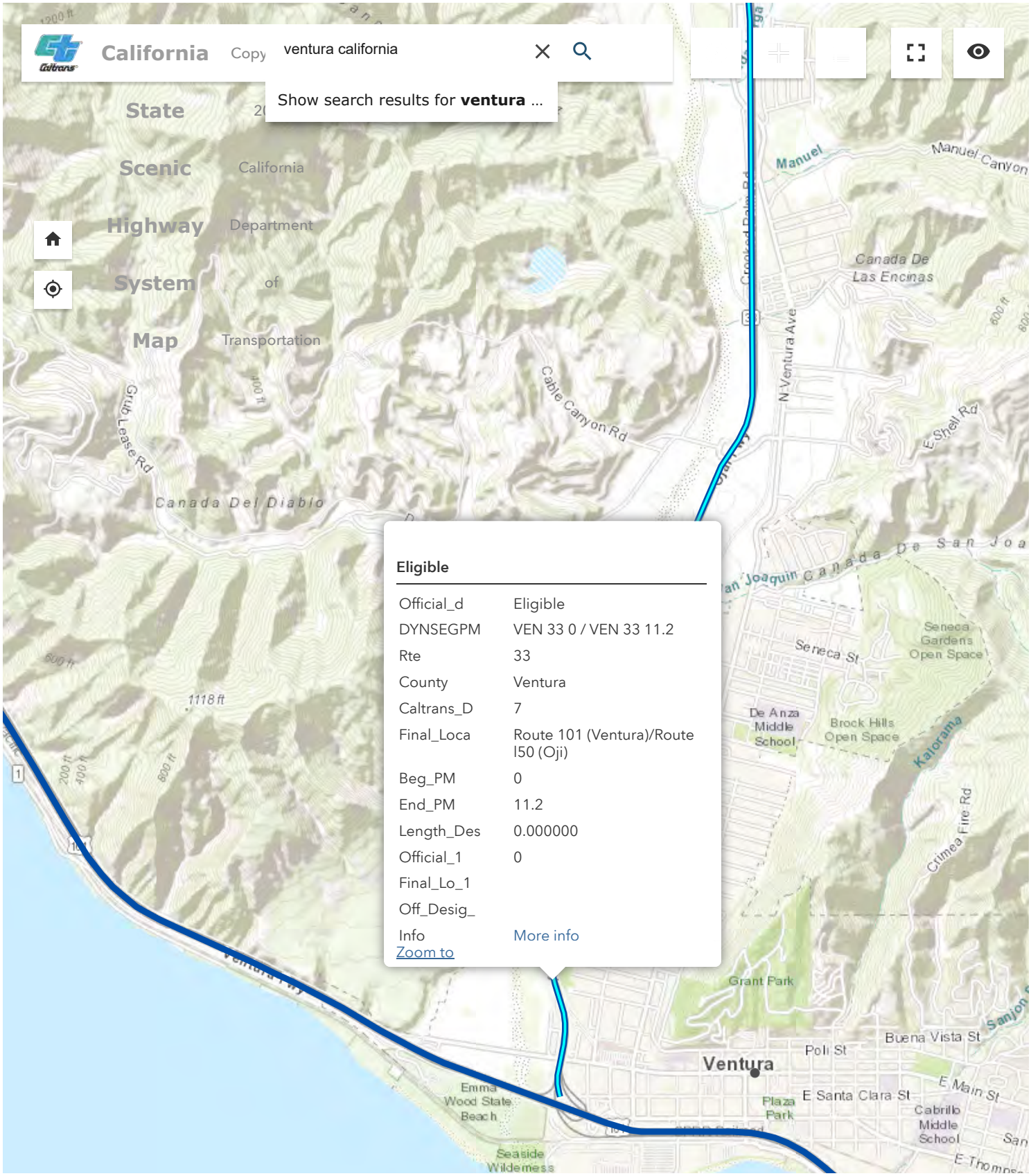
Major - Extensive cut and fill. Unnatural appearance, scarred hillsides or steep slopes with little or no vegetation. Canyons filled in. Scenic view is degraded.

ROAD DESIGN



Minor - Blends in and complements scenic view. Roadway structures are suitable for location and compatible with landscape.

Moderate - Large cut and fill slopes are visible. Scale and appearance of roadway, structures, and appurtenances are incompatible with landscape.



-119.205 34.321 Degrees

0.6mi

Community Development Department
Standard Operating Procedure

HILLSIDE MANAGEMENT PROGRAM

Purpose: To provide clarification of Departmental policy and to establish consistency regarding the Hillside Management Program (HMP) relating to existing subdivided and developed properties.

Background: The HMP is clear in terms of future hillside development, but there has been a lack of clarity and consistency when it comes the application of the HMP in regard to existing subdivided and developed properties. In researching past practices of limiting or prohibiting grading or building on slopes greater than 30% in existing subdivided and developed properties, research revealed that past practice has been to allow grading, construction of retaining walls, and building on slopes greater than 30%. Furthermore, research of past Council meeting minutes found that shortly after the adoption of the HMP, the Community Development Director explained to the Council that the HMP did not apply to already developed areas. Given the precedence established by past practice and evidence from Council minutes clarifying the intent of the application of the HMP, the following shall be the guidelines to be followed by the Community Development Department staff:

Policy: That Chapter II – Objectives and Policies, Section 6 – Project Review Standards, Paragraph 3 shall be applied as follows:

3. No grading is permitted on any slope greater than 30% except in the following cases:

    - When the grading is for restorative purposes to repair a slope failure and stabilize the slope. A grading plan shall be prepared by an appropriately licensed engineer in the State of California and submitted for City review, approval, and grading permit issuance in accordance with the City grading ordinance.
    - When the grading is to stabilize a slope that has not yet failed, but has become unstable as identified by a soils report prepared by an appropriately licensed engineer in the State of California. A grading plan shall be prepared by an appropriately licensed engineer in the State of California and submitted for City review, approval, and grading permit issuance in accordance with the City grading ordinance.
    - In limited cases for street or access purposes as approved by the City Engineer and the Community Development Department.

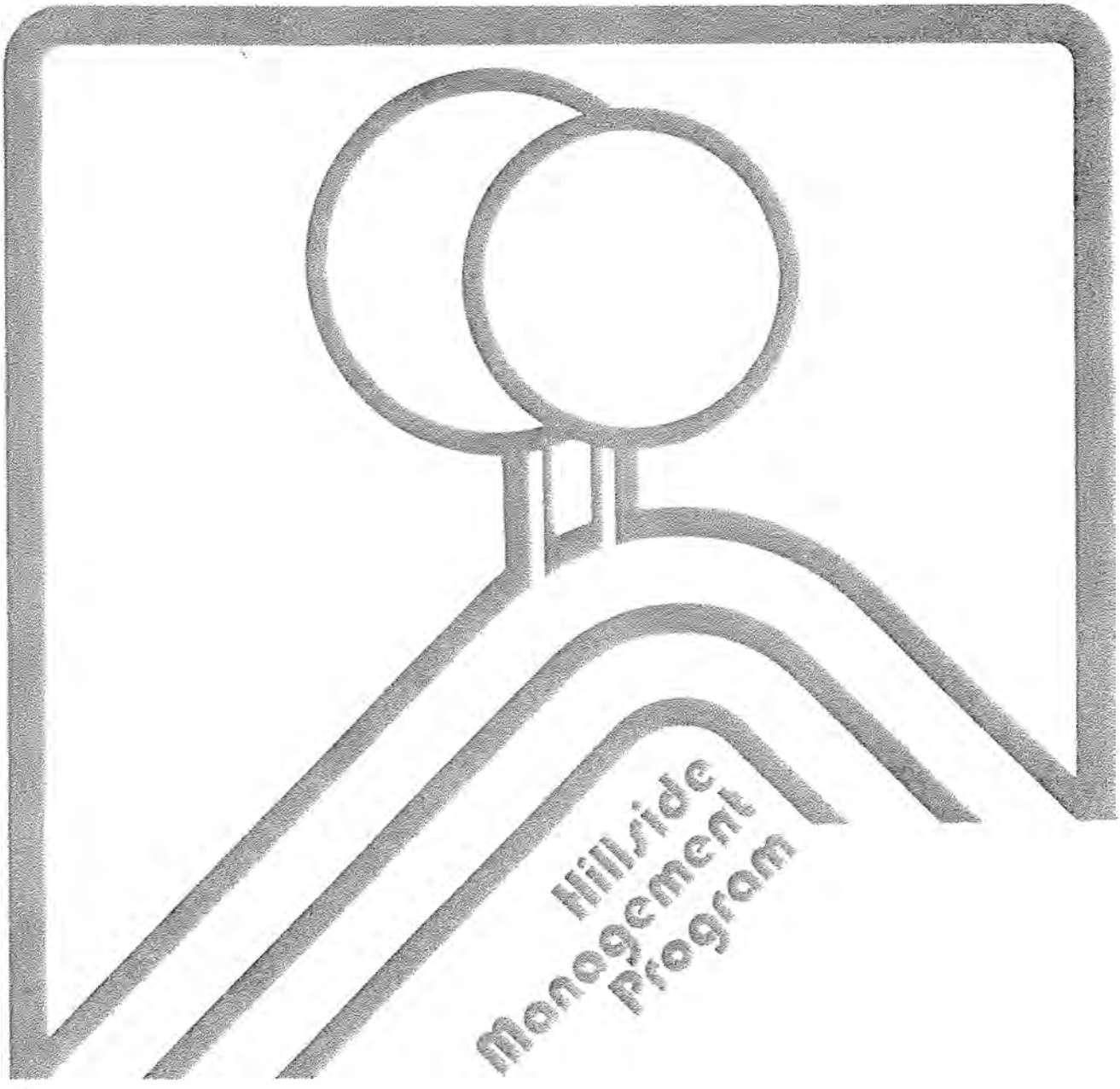
Expansion of existing building pad requiring construction of a retaining wall: Existing legal lots or lot splits within existing subdivisions and not otherwise approved with building envelope restrictions may grade slopes greater than 30% as follows:

- Construction of any retaining walls shall include the following:
  - Minimize the amount of retaining wall to be constructed.
  - Construction of retaining walls shall be of decorative materials. (i.e., simulated stone, stucco to match existing structure) and shall be reviewed by the Planning Division.
  - Wall appearance shall be softened by the use of landscape plantings to break up the mass of wall and shall be reviewed by the Planning Division.
  - Construction of smaller height (3ft. to 5 ft.) terraced walls is preferred over one larger/taller wall.
  - Total maximum height of exposed wall(s) is 10 feet.
  - Construction of wall shall have supporting soils report prepared by an appropriately licensed engineer in the State of California that indicates that slope stability will not be adversely affected by the construction of the wall.
  - A grading plan shall be prepared and submitted for City review and approval and grading permit issuance in accordance with the City grading ordinance.
  - A retaining wall plan shall be prepared and submitted to the Building & Safety Division for review and approval and issuance of a building permit.

Construction of residences on slopes greater than 30%: Existing legal lots or lot splits within existing subdivisions and not otherwise approved with building envelope restrictions may construct residence as follows:

- Construction of residence on caissons or day-lighted basement with no other grading.
  - Limited grading (including minor retaining walls) for access driveway is permissible.
  - Construction of residence shall have supporting soils report prepared by an appropriately licensed engineer in the State of California that indicates that slope stability will not be adversely affected by the construction of the residence.
  - Roof drainage shall be conveyed to the street unless otherwise approved by the City Engineer.
  - Applicant shall submit a proposal for how he plans to stage, store, stockpile, and construct the foundation for City review, comment, and approval.

The above does not preclude complying with all other municipal code requirements including, but not limited to, building setbacks, building heights, minimum lot size, lot coverage, etc.



CITY OF SAN BUENAVENTURA

Adopted Policies

HILLSIDE MANAGEMENT PROGRAM

CITY OF SAN BUENAVENTURA

Adopted by the City Council
August 28, 1989

501 Poli Street
P.O. Box 99
Ventura, CA. 93002

HILLSIDE MANAGEMENT PROGRAM

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HILLSIDE MANAGEMENT PROGRAM

INTRODUCTION

The Hillside Management Program consists of policies, development criteria and submittal requirements established by the City to implement the Comprehensive Plan as it relates to Hillside Areas. The overall objective is to relate the number and distribution of dwelling units in future hillside development to the topographical, geological, and hydrological conditions of the hillsides, so that the terrain will retain its natural and scenic character, and the danger to life and property by the hazards of fire, flood, water pollution, soil erosion, and land slippage will be minimized. Major objectives and policies are noted in the Resources, Land Use, Safety, and Park and Recreation Elements of the Comprehensive Plan. Other more specific policies for each of the hillside communities are also contained in the Community Intent and Rationale Statements in the Land Use Element of the Comprehensive Plan.

It is intended that the Comprehensive Plan and this Program supersede all other City plans, policies, and regulations for the Hillside Area. In addition, existing City plans and ordinances relating to zoning, grading, landscaping, geologic reports, fire protection regulations and other related matters should be reviewed for conformance with the policies of the Comprehensive Plan and this Program and, if different, be brought into conformance as soon as possible.

Incorporated, vacant and underdeveloped parcels which are designated HPR, and which have zoning designations that do not conform with the Comprehensive Plan, will not be allowed to develop until the zoning is made to conform. In order to meet the intent of the Comprehensive Plan, all incorporated hillside properties designated HPR should be given an RPD zone designation with a density consistent with this Program, and with the

understanding that the actual number of permitted dwelling units on any parcel will be based on the appropriate slope/density formula.

I. DEFINITION

The Hillside Area Boundary is shown on the Comprehensive Plan Land Use Plan Map. Generally, the Hillside Area is that area within the City's Planning Area located easterly of Cedar Street (or its proposed extension) and northerly of Poli Street and Foothill Road. The Planning Area boundaries form the northern and eastern boundaries of the Hillside Area. Urban uses within the Hillside Area include the Hillside Planned Residential (HPR) and Existing Urban Comprehensive Plan land use designations. Applicability of the Hillside Management Program differs within these areas and with the type of discretionary action being sought. Section III of this Program details the applicable submittal requirements.

II. OBJECTIVES AND POLICIES

In addition to the objectives and policies contained in the Comprehensive Plan, the following are the objectives and policies of this Program:

1. DEVELOPMENT/TIMING

Objectives

A. To encourage additional residential development in Ventura's hillsides, as a part of the City's Comprehensive Plan for overall community development.

B. To direct hillside development to areas where it will have the least impact on the City's existing urban service systems, while postponing development of areas which would require major expansion of existing systems, both in the hillside and flatland areas.

C. To direct hillside development to areas which are least susceptible to geologic and other environmental hazards, as well as fire hazards, while postponing development in those areas which are more prone to such hazards.

D. To direct hillside development to areas where it will have the least impact on the natural environment of the Hillside Area, including such factors as scenic resources, water resources, and unique habitats.

Policies

1. All of the Hillside Area may be considered for development, subject to the Comprehensive Plan and this Program.

2. The City will not annex or provide urban services (i.e., domestic water and sewers) to any new development within the Hillside Area until the new development has received discretionary permits.

3. The City encourages the County to zone unincorporated parcels in the Hillside Area to a restrictive open space zone (permitting a maximum of 1 dwelling unit per 40 acres) or similar zone which minimizes urban development possibilities.

4. The City will support qualified property owners who request to enter into County Land Conservation Act contracts or similar measures which will preserve the views and wildlife habitats, oak woodlands and general undeveloped characteristics of the Hillside Area.

2. LAND USE

Objectives

A. To relate the number and distribution of dwelling units in future hillside developments to topographic, geologic, hydrologic, and fire hazard conditions, in order to minimize dangers to life and property.

B. To protect the natural and scenic resources of the Hillside Area in conjunction with future hillside development.

C. To provide a variety of housing opportunities in the Hillside Area.

D. To preserve the residential nature and character of established hillside neighborhoods.

E. To ensure that public access to the Hillside Area is not unduly restricted by future development.

Policies

1. Hillside Planned Residential Categories

All future development in the areas designated HPR by the Comprehensive Plan should be developed at residential densities not to exceed those allowed by the net density suffix of the appropriate HPR designation (e.g., HPR-4, HPR-6, HPR-8, HPR-15, HPR-20). See the Land Use Element of the Comprehensive Plan for further definition of the HPR categories.

2. Cluster Development

Cluster development is encouraged as a means of preserving the natural appearance of the hillside, and maximizing the amount of usable open space. Under this concept, dwelling units are grouped on the more level portions of the site, while steeper areas are preserved in a natural state.

Cluster development projects are permitted in all HPR designated areas, provided that:

a) In cluster developments containing attached dwelling units, the design of the project must include level open space areas (less than 5% slope) for recreational use, in addition to areas kept in their natural state.

b) The project is designed to minimize the visual impact on adjoining residential areas.

Density allocations under the HPR-4 and HPR-6 designations may be transferred from steeper slope areas (i.e., greater than 30% slope) to less steep slope areas.

3. Fire Zone Regulations

All areas preserved in a natural state will be subject to applicable fire regulations (i.e., "Fire Zone 4" regulations) to ensure that natural vegetation does not pose a fire threat to nearby structures.

4. Neighborhood Convenience Stores

Neighborhood convenience stores, defined as "a small retail outlet selling food and sundries" may be permitted in "Hillside Planned Residential" areas, provided there is no existing or proposed commercial center within one-half mile radius of the site. A Conditional Use Permit must be obtained for this use. The Architectural Review Board, when reviewing such projects, should give special consideration to signs, landscaping, lighting, colors, and construction materials, to ensure that the project is compatible with the character of the hillside community. This use will not be permitted within 100 feet of Foothill Road.

5. Hillside Scenic Resource Area

Refer to the Land Use Element of the Comprehensive Plan for policies related to the Hillside Scenic Resource Area designation.

3. CIRCULATION

Objectives

A. To provide public access to the scenic features of the City.

B. To provide for safe and efficient means of ingress and egress into the Hillside Area for day-to-day vehicle and pedestrian traffic, as well as ready access for emergency vehicles.

C. To minimize the scarring effect of major hillside streets.

Policies

1. Future improvements to Foothill Road should be designed so as to:

   a. Provide a high level of service by minimizing congestion and the number of traffic signals.

   b. Maintain its scenic qualities by keeping its present curvilinear path wherever possible, and by contouring and landscaping all man-made slopes.

   c. Minimize the need for retaining walls or similar structures.

   d. Preserve existing trees along this route wherever possible.

   e. Improve bicycle circulation along this route.

2. East-west connector streets should, wherever feasible, be constructed between drainage areas, north of Poli Street and Foothill Road. The feasibility and location of such streets

will be determined as part of the Circulation and Drainage Master Plans. (See Section III, Submittal Plan Requirements.)

3. Two access points should be provided between all major drainage areas and extend onto Foothill Road. These access points are to be located as part of the Circulation and Drainage Master Plan for these drainage areas. Design should include, at a minimum, alignment feasibility studies based on policies contained in this Program.

4. Each hillside drainage area should be served by an interior loop street system. If a loop system is infeasible, the number of dwelling units served by a single, long residential street should be limited.

5. All public access streets, interior loop streets and inter-canyon connector streets should be designed to major residential street standards (see Appendix C).

6. Hiking trails, which may be required within the Hillside Area, should be dedicated and improved in conjunction with hillside development. (See Resource Element, Park and Recreation Element and Land Use Element policies). In addition, public hiking trails should be provided within a development, wherever feasible, to provide connections with any designated hillside trail system and the City's linear park system.

4. CAPITAL IMPROVEMENTS

Objectives

A. To demonstrate that the long-range urban service implications of hillside development are fully addressed, in order not to unintentionally preclude future development in any given

drainage area.

B. To ensure the City's financial capability to participate, where necessary, in future improvements to the urban infrastructure.

C. To achieve quality levels of service for present residents of the City prior to committing significant revenues to the expansion of services.

Policies

1. The practicality of extending urban services to the hillside portion of any Community must be demonstrated to the City, and the City must be financially able to participate, if necessary, in providing adequate services either prior to or in conjunction with development. In order to ensure that an adequate level of any service can be provided within the hillside portion of a Community, the adoption of a capital improvement deficiency study will be required for the entire hillside portion of each Community prior to filing an application for any future development within the HPR portion of that Community.

2. Urban service extensions to hillside parcels should address existing and projected flatland and hillside service problems and deficiencies, according to criteria which promote incremental development and the efficient operation of urban systems.

3. Where additional urban service facilities are shown to benefit solely future hillside development, such development will be required to finance all needed improvements, including participation in mitigating such flatland or downstream problems as may be caused by the additional development.

4. The first property or properties to develop in each Community of the Hillside Area must design, construct, and finance necessary capital improvements, so as not to preclude future hillside development in the Community or drainage area. Some of such capital improvements may be reimbursed through participation by other benefiting properties.

5. The extension of urban services to hillside areas will be considered concurrently with the consideration for development of those areas, subject to the adoption of a capital improvement deficiency study for the entire hillside portion of the Community in which the development is proposed.

5. RESOURCE PROTECTION

Objectives

A. To maintain the scenic character of the hillsides in areas of future development, by preserving significant natural landmarks and scenic ridgelines and slopes.

B. To provide increased recreational opportunities for existing and future hillside residents, by improving access to existing parks and establishing additional parks or open, non-developed areas in conjunction with future hillside development.

C. To maximize public access to hillside open space and recreation areas, by establishing a system of linear parks and hiking trails along scenic ridges and barrancas.

D. To minimize the impact of hillside development on sensitive natural habitats and historical and archaeological resources.

Policies

1. Scenic resource areas, such as skyline ridges and significant natural landmarks, as designated on the Land Use Plan Map, should be preserved in a natural state. It is the City's intent to obtain a reservation of a scenic easement from the property owner with respect to such scenic resource areas that are not intended for public access, in conjunction with any development which may occur on the remainder of the property in accordance with the policies and objectives of the Comprehensive Plan.

2. Scenic easements should be reserved for other areas, not designated as scenic resource areas, which are to be preserved in a natural state (such as steep slope areas which are to be preserved under a cluster development density transfer concept). An access easement should be required for any scenic resource area where it is deemed desirable to permit public access (e.g., scenic vista points, trails).

3. Future hillside neighborhood parks should be provided as necessary to serve residents based on the criteria in the Park and Recreation Element of the Comprehensive Plan. In addition, the City should encourage the park-like improvement of flood control retention facilities in the hillsides.

4. Hillside development should be designed, whenever possible, to preserve existing trees and areas of significant natural vegetation, and wildlife migration routes.

5. Hillside development should protect and preserve archaeological sites. The City may require that a qualified archaeologist be present during any grading operations.

6. PROJECT REVIEW STANDARDS

Grading and Site Design

Objectives

A. To preserve the natural character and appearance of the hillsides.

B. To use to the best possible advantage the limited resource of hillside view lots.

Policies

1. Hillside development should minimize grading, terracing, padding and cut and fill to the maximum extent possible. Where grading, terracing, padding or cut and fill is unavoidable, it should be shaped and rounded to simulate natural-appearing contours.

2. Cut and fill slopes will be limited to a maximum slope angle of two horizontal to one vertical.

3. No grading is permitted on any slope greater than 30%, except in limited cases for street or access purposes as approved by the City Engineer and City Planner.

4. Units should be sited on lots in such a way that the living areas take maximum advantage of the views afforded by the lot.

5. Each unit should be located so that it will not, to the maximum extent possible, interfere with the view from adjoining lots.

Drainage Systems

Objectives

A. To provide for the safe and efficient disposal of storm water runoff from hillside development, while minimizing costs of expanding flatland drainage systems to accommodate additional hillside runoff.

B. To minimize adverse visual impacts which may result from the design and placement of drainage facilities, by maintaining existing channels in a natural state, and allowing flexibility in the design of individual drainage systems.

C. To design hillside drainage facilities in such a way that groundwater recharge is maximized.

Policies

1. To the maximum extent possible, barranca channels should be preserved and maintained in their natural state, and detention facilities provided in locations which are most suitable for enhancing groundwater recharge. Use of concrete-lined channels should be avoided.

2. The developer must participate in the financing of any improvements needed to alleviate anticipated downstream impacts on existing flood control facilities.

3. Areas adjacent to flood control and storm drainage facilities in unimproved barranca channels (2:1 slope from the toe of the slope plus 20 feet) should be dedicated as Parcel "X" lands to maintain an adequate margin of safety.

4. Detention facilities and all other primary drainage facilities must be designed as required by the City Engineer and the County Flood Control District. Any detention basin should be located

in the upper third area of canyons. A geologic investigation must be made to ensure that any proposed retention facility will not cause slippage or seepage in downslope properties.

5. Detention facilities and Parcel "X" lands should be incorporated as private recreation areas whenever possible, and should be designed to minimize maintenance costs.

6. Where it is determined to be appropriate by the City Engineer, a site may drain to a private drainage system before entering the public drainage system. Any private drainage system must establish adequate on-going provisions for private maintenance of the system. The visual impacts of such private drainage systems, if above grade, will be critically evaluated in determining their suitability.

Geologic Hazards

Objective

A. To ensure the maximum level of safety to both existing and future hillside residents in the event of seismic activity, or other natural occurrences, through the proper evaluation and consideration of geologic hazards in future hillside development.

Policy

1. If required soils and geologic reports for a project do not demonstrate that all identified hazards can and will be mitigated, the project must be modified in order to mitigate such hazards.

Landscaping

Objectives

A. To ensure the planting of hillside slopes in such a manner as to aid in controlling erosion and fire hazards, stabilizing exposed slopes, and reducing water consumption for landscaping purposes.

B. To enhance the visual character of hillside development through the use of appropriate landscaping methods and materials.

Policies

1. All man-made slopes four feet or higher should be planted and irrigated according to approved methods with an approved perennial type of planting selected from a listing of materials suited to hillside use developed by the City Parks and Recreation Department. Primary consideration will be given to the use of plants which aid erosion control and require little irrigation. Deviation from plant selections in the approved hillside listing must be reviewed and approved by the City Parks Superintendent.

2. In order to enhance the physical appearance of hillside developments, a minimum of one street tree per lot should be required to be located in, or immediately adjacent to, street rights-of-way. Such trees must be selected from an approved listing developed by the Parks and Recreation Department.

3. No occupancy clearance will be issued for any lot until all required planting, as approved by the City Parks Superintendent and the Building Official, has been viably established (i.e., capable of living and growing).

4. The developer will be responsible for the maintenance of all landscaping prior to the occupancy of homes. Hillside property owners will be required to assume the responsibility to fully maintain landscaped slopes. Appropriate irrigation systems may be required in the project design in order to facilitate and ensure proper maintenance. Agricultural planting and related irrigation systems may be permitted subject to detailed slope and geologic studies prepared by a qualified engineer.

5. Where deemed necessary to ensure the long-term maintenance of hillside landscaping, measures such as a special assessment district, homeowner's association, or some other mechanism may be required.

Street Design

Objectives

A. To minimize the adverse visual impact of streets on the hillside landscape.

B. To establish internal street systems in future hillside developments which permit safe and efficient travel for motor vehicles, bicycles, and pedestrians, and ensure ready access for emergency vehicles.

Policies

1. The table in Appendix C, entitled Hillside Street Standards, delineates an alternative set of standards which may be used in the design of hillside streets. The use of split-level one-way streets will be allowed wherever such use will result in a more efficient use of the existing terrain, or will minimize the scarring effects of hillside development. Dead-end streets must

have a turn-around area with a minimum clear diameter of 40 feet, regardless of the permitted width of the street.

2. Streets should run with the natural contours of the land, and not at right angles to them, unless absolutely unavoidable. The burden will be upon the developer to show that streets running with the contours are infeasible.

3. Horizontal and vertical curves should be such that a minimum site distance of 200 feet is provided at all points. The minimum horizontal centerline curve radius on residential streets should be 150 feet. Reversed curves should be connected with tangents as long as practicable. Major residential streets should be designed to incorporate vertical and horizontal curves greater than the minimums for residential streets, in order to provide for increased traffic flow.

4. The maximum centerline grade for residential streets should be 15%, but maximum grades will not be allowed at intersections or adjacent areas of transition. In these areas, the centerline grade should be flat, unless a steeper grade is permitted by the City Engineer. The maximum grade for major residential streets should be 12%. Changes in grade greater than 0.5% should be connected by vertical curves. The length of vertical curves must conform to standards of sight distances and riding qualities established by the City Engineer.

5. All hillside public streets must be provided with a minimum level of street lighting consistent with the standards set forth in "American National Standard Practice for Roadway Lighting." Adverse impacts on views should be mitigated in the location and design of street lights.

6. Easements and common driveways may be allowed in the hillsides to reduce the scarring of the natural landscape. The width must be a minimum of 12 feet for one housing unit, and 20 feet for two, three, or four units. The travelway to 5 units or more must be built to public street standards.

7. All subdivisions should provide public parking spaces at strategic vista points within the development. Developments should also provide adequate private off-street parking to minimize the need for parking on narrow hillside streets.

III. SUBMITTAL REQUIREMENTS

1. Requirements for Existing Urban Designated Areas and HPR Designated Areas Less Than Five Acres in Size

Projects located in Existing Urban designated areas which require discretionary permit(s) (e.g., planned development permit, modification/minor variance, subdivision), and in HPR designated areas involving existing lots of record less than five acres in size, must submit the following information as a part of any application for discretionary permits:

(1) Soils and geology report (see item B, page 24 for more detail)

(2) Grading plan (see item E, page 28 for more detail)

(3) Hillside Height information for each lot, as required by the Zoning Ordinance

The above submittal requirements do not apply to the remodeling of, or additions to, existing residential development except as required by the Zoning Ordinance.

2. Requirements for HPR Designated Areas

Applications for development of HPR designated properties in the Hillside Area (except for applications involving existing lots of record less than five acres in size) may not be filed prior to City Council adoption of a capital improvement deficiency study for the entire Community in which the project is proposed as required by the Comprehensive Plan. Such a study must be prepared by an engineering consultant, approved and selected by the City. The cost of the study must be paid for by the developer and/or property owner. (Refer to the Land Use Element of the Comprehensive Plan for a general listing of items to be considered as part of any capital improvement deficiency study.)

The following submittal requirements are established for all future residential development within areas designated Hillside Planned Residential (HPR). In addition to the basic submittal requirements for discretionary permits (e.g., change of zone, subdivision map, planned development permit), all of the items listed below must also be submitted as part of any application for discretionary permits:

A. Slope/Density Calculation Worksheet and Map (see below for more detail);

B. Soils and geology report (see below for more detail);

C. Circulation and drainage master plan (see below for more detail);

D. Building envelope plan (see below for more detail);

E. Grading plan (see below for more detail);

F. Three-dimensional drawings or models depicting existing conditions and as proposed after development (see below for more detail);

G. An arborist's report (see below for more detail);

H. A biologist's report (see below for more detail);

I. an archaeologist's report (see below for more detail); and,

J. Hillside Height information for each lot as required by the Zoning Ordinance.

K. Analysis of other environmental issues (e.g., potential scenic resource impacts) identified as potentially significant by the EIR Committee.

A. Slope/Density Formula and Map Requirements

In applying the land use designations (defined under the "Land Use" Section) to specific parcels, the following slope/density formulas apply:

Average Natural Slope	Permitted Density (units/gross acre)				
(%)	HPR-4	HPR-6	HPR-8	HPR-15	HPR-20
0- 5.00	3.00	4.50	6.00	11.25	15.00
5.01-10.00	2.50	3.75	5.00	9.50	12.50
10.01-15.00	2.00	3.00	4.00	7.50	10.00
15.01-20.00	1.50	2.25	3.00	5.75	7.50
20.01-25.00	1.00	1.50	2.00	3.75	5.00
25.01-30.00	.50	.75	1.00	2.00	2.50
30.01 or greater	.10	.10	.10	.10	.10

Density credit of 1 unit per 10 acres will be given on any portion of a parcel with a natural slope greater than 30%. In calculating the average natural slope of a parcel, areas with less than 30% slope should be computed separately, and the total number of dwelling units permitted on a parcel will be the sum of:

a) number of dwelling units for areas less than 30% slope, based on the permitted density corresponding to the average natural slope of that area, multiplied by the number of acres less than 30% slope; and

b) 1 unit per 10 acres for areas greater than 30% slope.

Fractions of a dwelling unit must be rounded to the nearest whole number.

The number of dwelling units permitted in Hillside Planned Residential designated areas may be reduced from the maximum permitted under the slope/density formula if, based on the analysis of a specific site, the proposed development does not comply with the objectives and policies of the Comprehensive Plan or this Program.

The Slope/Density Calculation Worksheet is attached as Appendix A.

Slope Map

In order to calculate permitted densities for Hillside Planned Residential designations, the applicant must submit a slope map. This map should be produced on a base topographical map of the site, at a scale of 1" per 50 feet or larger for parcels less than or equal to 20 acres, and 1" per 100 feet or larger for parcels greater than 20 acres. Maps should have a minimum contour interval of 10 feet, in constant increments from zero.

The slope map must show the location of slopes in the following percent slope categories: 0-10%; 10-20%; 20-30%; 30-50% and 50% and above. Slopes should be displayed either in contour bands or in 100 foot by 100 foot grids.

The average natural slope must be calculated by the following formula:

S = IL/A X 100; where

S = Average natural slope, in percent;
I = Contour interval, in feet;
L = Total accumulated length of all contours of interval "1," in feet,
A = The area being considered, in square feet.

In addition to a graphic display of slope information, the slope map must include calculations of acreage in each percent slope category, as well as a slope/acreage summary, which indicates:

1. Total number of acres with 30% or less slope, and the average natural slope of such areas; and

2. Total number of acres greater than 30% slope.

Number of dwelling units permitted on a parcel must be calculated on the basis of data presented in the slope/acreage summary. Alternative slope calculation methods, as approved by the Director of Community Development, may be used.

B. Soils and Geology Report

Soils and geologic reports (as defined by the Ventura County General Guidelines for Geologic Reports, see Appendix B for reference; the latest County Guidelines will be used for checking purposes), must be prepared by a qualified engineer and must, at a minimum, include the following:

1. A soils evaluation describing the nature of the subsurface soils and any soil conditions which would affect the geometrics of the proposed development. The soils evaluation must state whether the proposed plan is feasible and provide general solutions for all known hazardous conditions or problems. The evaluation must include the location and lots of any test borings.

2. An engineering geology evaluation defining geologic conditions of the site. The geologic evaluation must state

whether the proposed plan is feasible and provide general solutions for all known hazardous conditions or problems. The evaluation must include the location and lots of any test borings and shall evaluate the effect of the geology on the proposed development and on adjacent properties. The report must point out specific areas where development may create hazardous conditions and make recommendations regarding hazard mitigation.

3. The geology report must generally identify any soils and/or geologic conditions existing on adjacent sites located in such a manner or of such a nature as may be hazardous to the proposed project.

Soils and geologic investigations required for hillside development will be reviewed by a certified expert to be selected by the City, to be paid by the applicant, in order to determine the sufficiency of the evaluations.

C. **Circulation and Drainage Master Plan**

The first project within a hillside community or a drainage area, if the drainage area is larger than the defined Planning Community, must provide a Circulation and Drainage Master Plan for the Community or, if larger, the drainage area within which it is situated. (Projects on existing lots of record less than five acres in size are exempt from this requirement.) The following are the specific requirements for such a Plan:

1. The plan must be submitted with the discretionary permit applications for the proposed project, and notice will be given to property owners affected by the proposed Circulation and Drainage Master Plan at the time of the hearings on the discretionary permits.

2. The circulation portion of the Plan must include the design of a major residential street system for the Community or, if larger, the drainage area which meets all the City's adopted circulation policies. Specifically, the plan should demonstrate that:

   a. A maximum 12% grade can be maintained on major residential streets:

   b. Where it is required that more than one access to Foothill Road or other flatland streets be provided, such improvements are feasible and practical from an economic and engineering standpoint;

   c. A major residential street connection can be made with adjoining Communities and drainage areas, if feasible, including a review of alternate connecting routes;

   d. A demonstration how undeveloped or underdeveloped portions of the hillside area are not precluded access to Foothill Road or other flatland streets;

   e. A demonstration how major residential streets will, to the maximum extent feasible, run with the natural contours of the hillsides.

3. The drainage portion of the Plan must depict the location and size of detention facilities and other flood control mechanisms. The plan must also include landscaping plans for proposed retention facilities. This plan will be subject to the review and approval of the Ventura County Flood Control District when their facilities are impacted.

If the developer proposes to improve the natural channels (e.g., concrete lining) rather than provide detention facilities, the developer must provide a funding mechanism which will pay for the capital expenditures necessary to expand existing facilities to accommodate the flow from a 100-year storm frequency. Such plans will also be subject to the review and approval of the Ventura County Flood Control District when their facilities will be impacted.

4. The Master Plan may also be required to address other specific urban service system problems (e.g., water and sewer systems) which may be identified in a given hillside community area.

D. Building Envelope Plan

The developer must submit a three-dimensional building envelope plan depicting the location and design of the dwelling unit on each lot, and the direction it is facing. When the design of the unit is known, the developer shall also provide floor plans and elevations for each type of unit being used in the project.

The intent of a building envelope is to specify where a unit can be built and expanded without interfering substantially with the view from other lots. A building envelope restriction will be made a condition of the Planned Development permit or other appropriate approvals and must be recorded as part of the covenants, conditions and restrictions (CC&R's) for the tract with language approved by the City. The following are required for each building envelope plan:

1. The plan must be prepared by a registered civil engineer or licensed architect;

2. The plan must reflect a three-dimensional diagram, indicating the maximum building parameters for each lot (i.e., height, width, depth);

3. The plan must indicate the finished floor elevation of the four corners of the building pad, and the height, bulk and mass of existing adjacent structures;

4. The plan must indicate the existing and proposed contours of the site (contours with five foot maximum intervals);

5. Slope areas which are 30% or greater must be indicated by shading; and,

6. The scale of the plan must be at least one inch equaling 40 feet.

E. Grading Plan

A grading plan prepared by a registered civil engineer must be submitted which shows at least the following information:

- all adjacent and nearby ridgelines and their elevations in relation to the proposed development;
- existing and proposed grades (contours with five foot maximum intervals);
- all areas of cut and fill (shaded to highlight these areas);
- location and height of all retaining walls;
- any proposed drainage system or structures;
- minimum of two cross sections through the site showing existing and proposed grades (more may be required if necessary);
- location of 30% slopes (shaded to highlight these areas); and,
- location and size of all trees or significant landscaping to be preserved and/or removed.

F. Three-Dimensional Drawing or Model

Three-dimensional drawings or models must depict the property to be developed before and after the proposed project is completed, and must show all existing and proposed streets. This requirement may be waived by the EIR Committee if it finds, based on a preliminary evaluation, that the proposed project would have no significant impact on the scenic resources of the hillside area, or it may be made part of an EIR.

G. Arborist's Report

A report prepared by a qualified arborist must be submitted which assesses the conditions of all trees and stands of substantial native vegetation, including an assessment of any oak woodlands. The report should determine the number and condition of any trees and substantial native vegetation and recommend short and long-term methods necessary for maintenance and preservation. This requirement may be waived by the EIR Committee if it finds based, on a preliminary evaluation, that the proposed project would have no impact on any trees or areas of significant native vegetation, or it may be made part of an EIR.

H. Biologist's Report

A report prepared by a qualified biologist must be submitted which assesses the impacts on the flora and fauna in the areas to be developed. The report should identify any significant species and wildlife migration routes, and make recommendations for their maintenance and preservation. This requirement may be waived by the EIR Committee if it finds, based on a preliminary evaluation, that the proposed project would have no impact on any significant species or wildlife migration routes, or it may be made part of an EIR.

I. Archaeologist's Report

A report prepared by a qualified archaeologist must be submitted which surveys the area to be developed and identifies any known or suspected archaeological sites. The survey should determine the significance of such sites and make recommendations for their testing. If significant sites are identified, the report should contain recommendations for their maintenance and preservation. This requirement may be waived by the EIR Committee if it finds, based on a preliminary evaluation, that the proposed project would have no impact on any known or suspected archaeological sites, or it may be made part of an EIR.

APPENDIX A

SLOPE/DENSITY CALCULATION WORKSHEET

I. SLOPE/ACREAGE CALCULATIONS:

A. 0-30% Slope Areas:

Category	Acres		Average Slope		Slope-weighted Acres
0 - 5%	_____	X	2.5	=	_____
5.01-10%	_____	X	7.5	=	_____
10.01-15%	_____	X	12.5	=	_____
15.01-20%	_____	X	17.5	=	_____
20.01-25%	_____	X	22.5	=	_____
25.01-30%	_____	X	27.5	=	_____
Total	_____		Total		_____

Total Slope-weighted Acres ÷ Total Acres = Average Slope

_____ ÷ _____ = _____

B. Greater than 30% slopes Areas: _____ Acres

II. SLOPE/DENSITY CALCULATIONS:

A. Land Use Designation: HPR-_____

B. 0-30% Slope Areas:

Average slope _____ _____% slope Category

_____dwelling units/gross acres x _____acres =_____units

C. Greater than 30% slope areas:

0.01 dwelling units/gross acre x ___ acres = _____units

D. Total Dwelling Units:

B____ + C_____ = Total units_____

SAMPLE

SLOPE/DENSITY CALCULATION WORKSHEET

I. SLOPE/ACREAGE CALCULATIONS:

A. 0-30% Slope Areas:

Category	Acres		Average Slope		Slope-weighted Acres
0 - 5%	-0-	X	2.5	=	-0-
5.01-10%	-0-	X	7.5	=	-0-
10.01-15%	.034	X	12.5	=	0.425
15.01-20%	.138	X	17.5	=	2.415
20.01-25%	.020	X	22.5	=	.45
25.01-30%	.085	X	27.5	=	2.338
Total	.277		Total		5.628

Total Slope-weighted Acres ÷ Total Acres = Average Slope

5.628 ÷ .277 = 20.31%

B. Greater than 30% slopes Areas: .211 Acres

II. SLOPE/DENSITY CALCULATIONS:

A. Land Use Designation: HPR-20

B. 0-30% Slope Areas:

Average slope 20.31% 20-25 % slope Category

5 dwelling units/gross acres x .277 acres = 1.4 units

C. Greater than 30% slope areas:

0.01 dwelling units/gross acre x .21 acres = .021 units

D. Total Dwelling Units:

B 1.4 + C .021 = Total units 1.421

EXAMPLE FOR .488 acre parcel in an area designated HPR-20

APPENDIX B

GENERAL GUIDELINES FOR GEOLOGICAL REPORTS

FOR THE

COUNTY OF VENTURA

The purpose of this statement is to provide geologists who submit reports to the Department of Public Works, County of Ventura, with an understanding of what kinds of information, discussion, and recommendations are desired in order that such reports can be accepted. It is recognized that certain geologic interpretations cannot be firm or complete, at least in advance of grading operations, but it is expected that all kinds of pertinent data will be presented fully and clearly, so that interpretations and recommendations can be critically reviewed by others. It also is recognized that different physical situations demand reports differing from one another in scope, length, and organization; most of the following comments are therefore intended to serve as a general guide for those persons who prepare and use geological reports, rather than as a rigid framework of requirements.

I. GEOLOGICAL MAPPING

A. Each report must be a product of independent geologic mapping of the subject area at an appropriate scale and in sufficient detail to yield a maximum return of pertinent data. In connection with this objective, it may be necessary for the geologist to extend his mapping into adjacent areas.

B. All mapping should be done on a base with satisfactory horizontal and vertical control—in general a detailed topographic map. The nature and source of the base map should be specifically indicated. *For sub-divisions, the base map should be the same as that to be used for the tentative map or grading plan.*

C. Mapping by the geologist should reflect careful attention to the lithology, structural elements, and three-dimensional distribution of the earth materials exposed or inferred within the area. In most hillside areas these materials will include *both* bedrock and surficial deposits. A clear distinction should be made between observed and inferred features and relationships.

D. A detailed large-scale map normally will be required for a report on a tract, as well as for a report on a smaller area in which the geologic relationships are not simple.

E. Where three-dimensional relationships are significant but cannot be described satisfactorily in words alone, the report should be accompanied by one or more appropriately positioned structure sections.

F. The locations of test holes and other specific sources of subsurface information should be indicated in the text of the report or, better, on the map and any sections that are submitted with the report.

II. GENERAL INFORMATION

Each report should include definite statements concerning the following matters:

A. Location and size of subject area, and its general setting with respect to major geographic and geologic features.

B. Who did the geologic mapping upon which the report is based, and when the mapping was done.

C. Any other kinds of investigations made by the geologist and, where pertinent, reasons for doing such work.

D. Topography and drainage in the subject area.

E. Abundance, distribution, and general nature of exposures of earth materials within the area.

F. Nature and source of available subsurface information. Suitable explanations should provide any technical reviewer with the means for assessing the probable reliability of such data. (Subsurface relationships can be variously determined or inferred, for example, by projection of surface features from adjacent areas, by the use of test-hole logs, and by interpretation of geophysical data, and it is evident that different sources of such information can differ markedly from one another in degree of detail and reliability according to the method used).

III. GEOLOGIC DESCRIPTIONS

The report should contain brief but complete descriptions of all natural materials and structural features recognized or inferred within the subject area. Where interpretations are added to the recording of direct observations, the bases for such interpretations should be clearly stated.

The following check list may be useful as a general, though not necessarily complete, guide for descriptions:

A. Bedrock—igneous, sedimentary, metamorphic types.

1. Identification as to rock type (e.g.; granite, silty sandstone, mica schist).
2. Relative age, and, where possible, correlation with named formations (e.g.; Rincon formation, Vaqueros sandstone).
3. Distribution.
4. Dimension features (e.g.; thickness, outcrop breadth, vertical extent).
5. Physical characteristics (e.g.; color, grain size, nature of stratification, foliation, or schistosity, hardness, coherence).
6. Special physical or chemical features (e.g.; calcareous or siliceous cement, concretions, mineral deposits, alteration other than weathering).
7. Distribution and extent of weather zones; significant differences between fresh and weathered rock.
8. Response to natural surface and near-surface processes (e.g.; raveling, gullying, mass movement).

B. Structural features—stratification, foliation, schistosity, folds, zones of contortion or crushing, joints, shear zones, faults, etc.

1. Occurrence and distribution.
2. Dimensional characteristics.
3. Orientation, and shifts in orientation.
4. Relative ages (where pertinent).
5. Special effects upon the bedrock. (Describe the conditions of planar surfaces).
6. Specific features of faults (e.g.; zones of gouge and breccia, nature of offsets, timing of movements); are faults active in either the geological sense or the historical sense?

C. Surficial (unconsolidated) deposits—artificial (manmade) fill, topsoil, stream-laid alluvium, beach sands and gravels, residual debris, lake and pond sediments, swamp accumulations, dune sands, marine and nonmarine terrace deposits, talus accumulations, creep and slopewash materials, various kinds of slump and slide debris, etc.

1. Distribution, occurrence, and relative age; relationships with present topography.
2. Identification of materials as to general type.
3. Dimensional characteristics (e.g.; thickness, variations in thickness, shape).
4. Surface expression and correlation with features such as terraces, dunes, undrained depressions, anomalous protuberances.
5. Physical or chemical features (e.g.; moisture content, mineral deposits, content of expansible clay minerals, alteration, cracks and fissures, fractures).
6. Physical characteristics (e.g.; color, grain size, hardness, compactness, coherence, cementation).
7. Distribution and extent of weathered zones; significant differences between fresh and weathered material.
8. Response to natural surface and near-surface processes (e.g.; raveling, gullying, subsidence, creep, slope-washing, slumping, and sliding).

D. Drainage—surface water and groundwater.

1. Distribution and occurrence (e.g.; streams, ponds, swamps, springs, seeps, subsurface basins).
2. Relations to topography.
3. Relations to geologic features (e.g.; previous strata, fractures, faults).
4. Sources and permanence.
5. Variations in amounts of water (e.g.; intermittent springs and seeps, floods).
6. Evidence for earlier occurrence of water at localities now dry (e.g.; vegetation, mineral deposits, historic records).
7. The effect of water on the properties of the in-place materials.

E. Features of special significance (if not already included in foregoing descriptions).

1. Features representing accelerated erosion (e.g.; cliff reentrants, badlands, advancing gully heads).
2. Features indicating subsidence or settlement (e.g.; fissures, scarplets, offset reference features, historic records and measurements).
3. Features indicating creep (e.g.; fissures, scarplets, distinctive patterns of cracks and/or vegetation, topographic bulges, displaced or tilted reference features, historic records and measurements).
4. Slump and slide masses in bedrock and/or surficial deposits; distribution, geometric characteristics, correlation with topographic and geologic features, age and rates of movement.
5. Deposits related to recent floods (e.g.; talus aprons, debris ridges, canyon-bottom trash).
6. Active faults and their recent effects upon topography and drainage.

IV. THE BEARING OF GEOLOGIC FACTORS UPON THE INTENDED LAND USE

Treatment of this general topic, whether presented as a separate section or integrated in some manner with the geologic descriptions, normally constitutes the principal contribution of the report. It involves *both* (1) the effects of geologic features upon the proposed grading, construction, and land use, and (2) the effects of these proposed modifications upon future geological processes in the area.

The following check list includes the topics that ordinarily should be considered in submitting discussion, conclusions, and recommendations in the geologic reports:

A. General compatibility of natural features with proposed land use: Is it basically reasonable to develop the subject area?

1. Topography.
2. Lateral stability of earth materials.
3. Problems of flood inundation, erosion, and deposition.
4. Problems caused by features or conditions in adjacent properties.
5. Other general problems.

B. Proposed cuts.

1. Prediction of what materials and structural features will be encountered.
2. Prediction of stability based on geologic factors.
3. Problems of excavation (e.g.; unusually hard or massive rock, excessive flow of groundwater).
4. Recommendations for reorientation or repositioning of cuts, reduction of cut slopes, development of compound cut slopes, special stripping above daylight lines, buttressing, protection against erosion, handling of seepage water, setbacks for structures above cuts, etc.

C. Proposed masses of fill.

1. General evaluation of planning with respect to canyon-filling and sidehill masses of fill.
2. Comment on suitability of existing natural materials for fill.
3. Recommendations for positioning of fill masses, provision for underdrainage, buttressing, special protection against erosion.

D. Recommendations for subsurface testing and exploration.

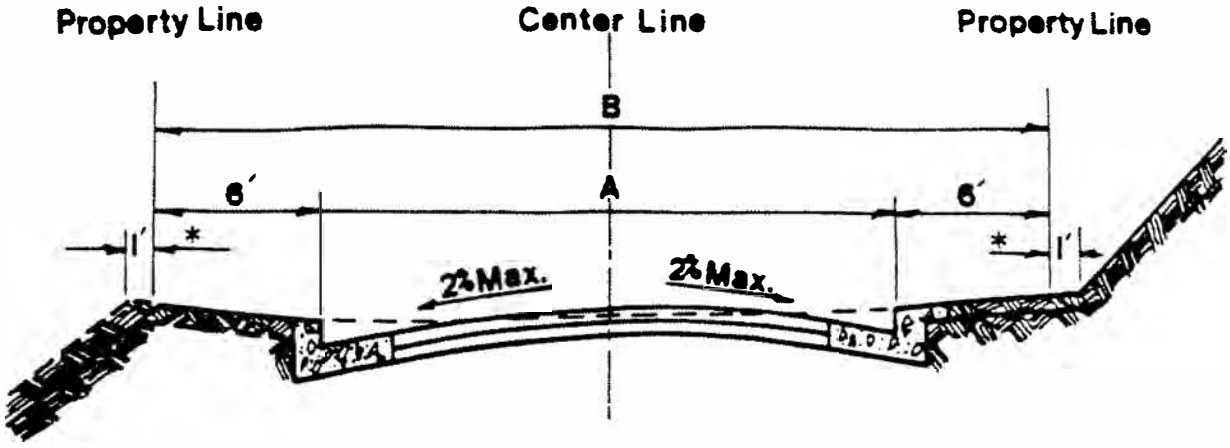
1. Cuts and test holes needed for additional geologic information.
2. Program of subsurface exploration and testing, based upon geologic considerations, that is most likely to provide data needed by the soils engineer.

E. Special recommendations:

1. Areas to be left as natural ground.
2. Removal or buttressing of existing slide masses.
3. Flood protection.
4. Protection from wave erosion along shorelines.
5. Problems of groundwater circulation.
6. Position of structures with respect to active faults.

APPENDIX C

STREET GEOMETRICS



HILLSIDE STREET STANDARDS

STREET DESIGNATION	TRAVELWAY WIDTH "A"	TOTAL R.O.W. WIDTH "B"	SIDEWALK REQUIRED	MAX. GRADE PERMITTED	MIN. CURVE RADII PERMITTED	COMMENTS
RESIDENTIAL STREET (one-way)	20	32	1 side only (same side as parking)	15%	150'	PARKING PERMITTE ON ONE SIDE ONL
SPLIT-LEVEL STREET (one-way in each direction)	20' each level	V**	Both sides	15%	150'	PARKING PERMITT ON RIGHT SIDE O EACH LEVEL ONLY
RESIDENTIAL STREET (two-way)	32	44	1 side only (same side as parking)	15%	150'	PARKING PERMITT ON ONE SIDE ONL
MAJOR RESIDENTIAL (two-way) [parking both sides]	40	56	Both sides	12%	150'	PARKING PERMITT ON BOTH SIDES

* 1' extension only if adjacent to sidewalk
** Varies, depending on slope

APPENDIX D

RESOLUTION NO. 89-104

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BUENAVENTURA ADOPTING AN AMENDED HILLSIDE MANAGEMENT PROGRAM

BE IT RESOLVED by the City Council of the City of San Buenaventura as follows:

SECTION 1: The City's Comprehensive Plan being approved concurrently herewith provides in pertinent part as follows:

> "The Hillside Management Program was established in 1978 in response to concerns that the City's valuable hillside area should be safeguarded both physically and aesthetically by minimizing the effects of development. The Hillside Area is identified on the Land Use Plan Map.
>
> All hillside development must be consistent with the provisions of this Comprehensive Plan and City Zoning and Grading Ordinance, which apply to the Hillside Area, and must also be consistent with provisions of the Hillside Management Program adopted by separate City Council resolution. The Hillside Management Program contains standards, guidelines and the review process for proposed development in the Hillside Area...." (p. III-8)."
>
> "All future residential land uses in areas designated for 'Hillside Planned Residential' development shall be subject to the provisions of the Hillside Management Program and any other applicable policies contained in the Comprehensive Plan." (p. III-20)."

SECTION 2: The document attached hereto, entitled "Hillside Management Program City of San Buenaventura" is hereby adopted as the City's Hillside Management Program implementing the updated Comprehensive Plan being approved concurrently herewith.

PASSED AND ADOPTED this 28th day of August, 1989.

City Clerk

EV:8-203

STATE OF CALIFORNIA)
COUNTY OF VENTURA) ss
CITY OF SAN BUENAVENTURA)

I, BARBARA J. KAM, City Clerk of the City of San Buenaventura, California, do hereby certify that the foregoing Resolution was passed and adopted by the City Council of the City of San Buenaventura, at a regular meeting thereof, held on the 28th day of August, 1989, by the following vote:

AYES: Councilmembers Sullard, Francis, Villeneuve, Drake, McWherter, Crew and Monahan.

NOES: None.

ABSENT: None.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City this 29th day of August, 1989.

City Clerk

WE THE PEOPLE

of Ventura, in order to ensure that our City continues to be a great place for us to live . . .

ACHIEVING THE VISION

2005 ventura general plan

CITY OF SAN BUENAVENTURA

2005 VENTURA GENERAL PLAN

ADOPTED AUGUST 8, 2005

RESOLUTION NOS.2005-072 AND 2005-073

The following people contributed to the preparation of the 2005 Ventura General Plan:

CITY COUNCIL
Brian Brennan, Mayor
Carl E. Morehouse, Deputy Mayor
Neal Andrews, Council Member
Bill Fulton, Council Member
James L. Monahan, Council Member
Sandy E. Smith, Council Member
Christy Weir, Council Member

PLANNING COMMISSION
Carolyn Briggs, Chair
Curt Stiles, Vice Chair
Ronald Allen, Commissioner
Michael Faulconer, Commissioner
Martel Fraser, Commissioner
Bill Growdon, Commissioner
John Hecht, Commissioner

GENERAL PLAN COMMITTEE
Carolyn Briggs, Planning Commission Chair
Michael Faulconer, Commissioner
Bill Fulton, Council Member
John Hecht, Commissioner
Sandy E. Smith, Council Member
Christy Weir, Council Member

VENTURA VISION SEIZE THE FUTURE STEERING COMMITTEE
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Brian Brennan
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Ted Temple

COMPREHENSIVE PLAN ADVISORY COMMITTEE
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Rob Corley, Vice Chair
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Holly Breiner
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Karen Flock
Fred Gientke
Rondi Guthrie
Jorge Gutierrez
Margaret Merryman
Carl E. Morehouse
Kioren Moss
Jaime Santana
Bob Tobias
Dan Wolnick

SEIZE THE FUTURE CITIZENS OUTREACH COMMITTEE (Ventura Vision – 2000)

Bill Fulton, Chair
Roma Armbrust, At-large
John Ashkar, Building Industry Association
Michael Carney, Utilities
Geoff Cline, Patagonia/Large employer
Mary Cook, At-large
Curtis Cormane, Midtown Community Council
John Correa, At-large
Jerry Dannenberg, Ventura Unified School District
Jim DaPra, Small employer
Mike Del Dosso, Westside Community Council
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Kay Faulconer, Ventura Community College District
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Debbie Giles, At-large
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Doug Halter, Downtown Community Council
Gary Jacobs, Ventura Port District
John S. Jones, At-large
Joe Kreutz, Banking
Leslie Leavens-Crowe, Cultural Affairs Commission
Greg Lowe, Kinkos/Large employer
Lanette McCaslin, Pierpont Community Council
Carl Morehouse, American Planning Association
Glen Morris, Public Art Commission
Paul E. Newman, Parks & Recreation Commission
Clark Owens, At-large
Michael Paluszak, Seaside Park/Ventura County Fairgrounds
Marcia Rhodes, Tourism Commission
Marty Robinson, County of Ventura
Betty Sherman, League of Women Voters
Chris Stephens, Ventura County Transportation Commission
Neal K. Subic, American Institute of Architects
Zoe Taylor, Greater Ventura Chamber of Commerce
Paul Thompson, East Ventura Community Council
Stephen B. Thompson, American Society of Civic Engineers
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Bob Tobias, Agriculture
Eric Werbalowsky, Environmental Organizations

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Stan Hoffman

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Veronica Ledesma, Junior Planner
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Pat Miller, Police Chief
Kaye Mirabelli, Administrative Services Director
Mike Montoya, Parks Manager
Frank Nelson, Civic Engineer
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Kelly Nicely, Marketing Specialist
Jim Passanisi, Water Superintendent
Stratis Perros, Interim Senior Planner
Mabi Plisky, City Clerk
Ventura Police Department
Andrew Powers, Marketing Specialist
Elaine Preston, Deputy City Clerk
Teresa Purrington, Management Technician
Rick Raives, City Engineer
Brian Randall, Associate Planner
Robert Sanchez, Secretary
Andrew Stuffler, Building Official/Fire Marshall
Anne Simmons, Administrative Secretary
Alison Sweet, Associate Civic Engineer
Don Taylor, GIS, Systems Analyst I
Sue Torres, Administrative Secretary
Yvonne Velasco, Printer II
Jenise Wagar, Civic Engagement Manager
Roger Wang, Management Analyst I
Debby Welch, Senior Office Assistant
Sid White, Economic Development Manager
Bob Williams, Principal Civil Engineer
Pat Womack, IT/Word Processing
Felix Yzaguirre, Engineering Technician

…and to the countless citizens who gave their time and energy towards the making of this plan.

This plan is dedicated to the citizens of Ventura.

August 8, 2005

In loving memory of Roma Armbrust and
Dennis R. Mackay

Table of Contents

FIGURES

ventura's general plan

OVERVIEW

"The building of cities is one of man's greatest achievements. The form of his city always has been and always will be a pitiless indicator of the state of his civilization. This form is determined by the multiplicity of decisions made by the people who live in it."

— Edmund N. Bacon
Design of Cities, 1967

CITY OF
VENTURA

We, the people of Ventura, in order to ensure that our City remains a great place for us to live ...

. . . establish these goals for our community's future:

OUR NATURAL COMMUNITY

Our goal is to be a model for other communities of environmental responsibility, living in balance with our natural setting of coastline, rivers, and hillside ecosystems.

OUR PROSPEROUS COMMUNITY

Our goal is to attract and retain enterprises that provide high-value, high wage jobs; to diversity the local economy; to increase the local tax base; and to anticipate our economic future in order to strengthen our economy and help fund vital public services.

OUR WELL-PLANNED COMMUNITY

Our goal is to protect our hillsides, farmlands, and open spaces; enhance Ventura's historic and cultural resources; respect our diverse neighborhoods; reinvest in older areas of our community; and make great places by insisting on the highest standards of quality in architecture, landscaping and urban design.

OUR ACCESSIBLE COMMUNITY

Our goal is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian and transit connections in the City and surrounding region.

OUR SUSTAINABLE INFRASTRUCTURE

Our goal is to safeguard public health, well being and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems.

OUR ACTIVE COMMUNITY

Our goal is to add to and enhance our parks and open spaces to provide enriching recreation options for the entire community.

OUR HEALTHY AND SAFE COMMUNITY

Our goal is to build effective community partnerships that protect and improve the social well being and security of all our citizens.

OUR EDUCATED COMMUNITY

Our goal is to encourage academic excellence and life-long learning resources to promote a highly-educated citizenry.

OUR CREATIVE COMMUNITY

Our goal is to become a vibrant cultural center by weaving the arts and local heritage into everyday life.

OUR INVOLVED COMMUNITY

Our goal is to strive to work together as a community to achieve the Ventura Vision through civic engagement, partnerships, and volunteer service.

State law requires each California city to adopt a comprehensive, long-term General Plan for the physical development of the community that guides local decision-making by expressing community goals about the future distribution and character of land uses and activities. The plan should be comprehensive by both covering the City's entire planning area and addressing the broad range of issues facing the community, including physical, social, aesthetic and economic concerns. The plan must be internally consistent and serve as a long-term guide, establishing policies for day-to-day land use decisions over an approximately 20-year period.

Introduction and Background

"To remain successful, Ventura must periodically renew itself, re-examine its goals and create a shared vision to guide the community into the future."

With these opening words, the citizens of our community proclaimed the **Ventura Vision,** which was unanimously accepted by the City Council in March 2000. That landmark report captured the results of "a partnership encompassing city government, non-profit organizations, community groups, businesses, schools and individual residents to chart the community's future through a process of visioning."

Building on that shared vision, the City embarked on an effort to revise the 1989 Comprehensive Plan that served as the General Plan that all cities are required by State law to use to guide land use, transportation and other important policy decisions. This new General Plan is the culmination of that effort to translate the Ventura Vision into a coherent and comprehensive implementation plan to guide future development and preservation.

Throughout the visioning process and at the ballot box, Ventura residents have made clear we want a well-planned approach to managing growth. We don't want continued suburban sprawl paving over farm land and sensitive hillside areas. Instead, we want vacant or run-down properties to be improved with high quality "infill" to provide new jobs, new homes and new stores and services.

Managing growth to improve our quality of life and standard of living is the smart thing to do. Ventura residents don't want uncontrolled growth and suburban sprawl. We also don't want traffic gridlock, more "cookie cutter" tract houses or housing prices that make Ventura unaffordable for working families. By targeting new development to areas that would benefit from reinvestment – and by respecting our historic character and sense of place – "smart growth" is a better alternative.

Our vision is for a prosperous and well-planned community. Smart Growth emphasizes reusing existing buildings and land, revitalizing our historic downtown and neighborhoods, and protecting the environment for future generations. Smart Growth channels new businesses and homes into appropriate areas. It also provides options for public transportation, creates neighborhoods where homes are in walking distance of local services and ensures green space for public use.

We seek to protect and enhance our unique "sense of place" that builds on our pride in Ventura's history and natural setting. Instead of new development that looks like everywhere else, our vision is for interesting, unique neighborhoods and districts, which reflect our values and heritage. The policies for pursuing these goals are spelled out in this new General Plan.

The Ventura General Plan

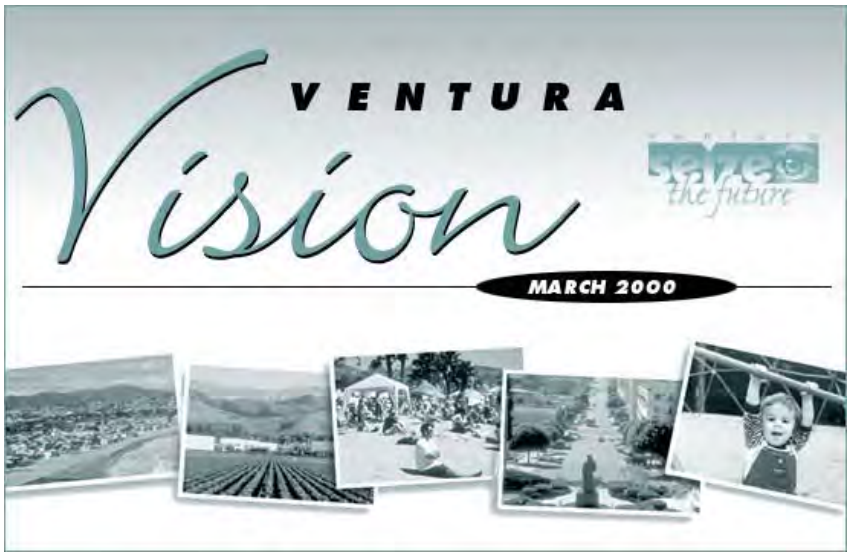
The *2005 Ventura General Plan* is the second in a series of three connected documents that will guide future conservation and change in the city. The *Ventura Vision* set the stage for this plan and enumerated four overarching principles that were affirmed by the community to guide Ventura into the future:

- Reach broadly and deeply into the community.
- Build on existing cultural, natural, and economic assets.
- Emphasize and encourage connections within the community.
- Work proactively and collaboratively to achieve the community's shared vision.

The final piece of the trilogy is a form-based *Development Code*. This code represents a new approach to zoning that prioritizes the appearance of development, while still ensuring that neighboring land uses are compatible and appropriate.

The *General Plan* will be put into action through the Development Code and a variety of other mechanisms, such as a mobility plan, specific plans, community plans, and capital improvement projects that will together shape the future of Ventura. The *General Plan* purposefully anticipates the *Code* focusing on the districts, corridors, and neighborhood centers where future change will be most pronounced.

The following vision statements reflect a high level of community consensus about a desired future for Ventura.



In the future, Ventura is a community that…

Environment

- Seeks sustainability by simultaneously promoting ecological health, economic vitality, and social well-being for current and future generations.
- Acts as an environmentally responsible model for other coastal areas.
- Protects and restores the natural character of its beaches, ocean views, hillsides, barrancas, and rivers as a scenic backdrop for its high quality urban environment.

Economy

- Develops a flourishing and balanced economy by encouraging a broad range of high quality employment and entrepreneurial opportunities.
- Encourages private economic development that supports public services and amenities associated with high quality of life.
- Has a vital, prosperous, and stable economy while maintaining its small-town feel.
- Is noted for private and public sector cooperation that enhances economic vitality.
- Actively participates in regional economic development efforts.

Planning, Design, and Circulation

- Retains its character as an attractive coastal town by growing slowly and sustainably, and by emphasizing its history, diversity, and natural environment.
- Cherishes its distinctive, diverse, and eclectic neighborhoods, and preserves their character.
- Has safe, accessible, and balanced transportation that promotes multiple modes of travel to local and regional destinations.

Social Activity

- Is known as an inclusive, diverse, and tolerant place that welcomes and celebrates all people.
- Provides all residents access to quality and affordable health and social services.
- Recognizes the importance of children and seniors by providing exceptional cultural, educational, and social support programs.
- Offers a diverse range of active and passive recreation for residents and visitors of all ages and abilities.
- Is dedicated to educational excellence and an emphasis on lifelong learning.
- Celebrates and is enriched by the arts and diverse cultural opportunities.

Collaboration

- Encourages residents to collaborate with each other and City government in an informed, active, and constructive manner to assess and resolve common issues.


ventura
seize
the future

Building on the Vision

Following adoption of the *Ventura Vision*, the City Council established a 19-member Comprehensive Plan Advisory Committee (CPAC) to shape the *Vision* concepts into issues and priorities for revision of the 1989 Comprehensive Plan. The CPAC included representatives of varied interests, including neighborhoods, agriculture, seniors and schools, as well as one member from the Planning Commission and one from the City Council. The committee met more than 30 times over almost three years. During that effort, the City published the August 2002 *Comprehensive Plan Update Background Report*, which provides a highly detailed account and analysis of opportunities and constraints that affect planning and land use in Ventura. This ultimately led to their findings, contained in the September 2003 *CPAC Issues & Alternatives Report*.

CPAC endeavored to create strategies to resolve planning and land use issues in Ventura utilizing the smart growth principles formulated by the U.S. Environmental Protection Agency:

- Mix land uses.
- Achieve compact building design.
- Provide a range of housing opportunities.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development toward existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost effective.
- Encourage community collaboration in planning decisions.

The recommendations of the CPAC were presented to the Planning Commission and City Council. After several months of reviewing the CPAC recommendations, the Planning Commission in December 2003 made some modifications to the CPAC's recommended land use scenario.

The City Council met 11 times from February through August 2004 to consider the CPAC and Planning Commission recommendations, review relevant data, and formulate broad goals, policies, and a diagram to guide growth and change in the City until 2025. In September 2004, the City Council established an ad-hoc General Plan Committee consisting of three Planning Commissioners and three City Council members to work with City staff and consultants to ensure that the *General Plan* would be completed expeditiously and with ample public participation, and to ensure open communication, transparency, and coordination among all parties interested in the creation of the *Plan*. All of the CPAC, Planning Commission, City Council, and General Plan Committee workshops, meetings, and hearings were open to the public and included significant, meaningful, and often extensive citizen input and participation.

Goals *summarize how conservation, development, and future growth should occur by identifying physical, economic and social ends that the community wishes to achieve.*

Policies *establish basic courses of action for the Planning Commission and City Council to follow in working to achieve community goals, by directly guiding the response of elected and appointed officials to development proposals and related community actions.*

Actions *need to be undertaken by the City to implement policies.*

Plan Format

The comprehensive and involved process of creating what is really a totally new (not just updated) *General Plan* – based on a new community vision and smart growth principles – resulted in a new set of goals, policies, and actions to guide future decision-making in Ventura that truly reflect the planning objectives of the community. These policy directives are organized by subject area in *General Plan* Chapters 1 through 10, which follow the organizational framework established in the *Ventura Vision* (see Table 1). Each topic is introduced with an overarching goal that carries forward the *Vision*, a description of issues needing resolution and methods for remedying them, and finally measurable policies and actions to achieve those solutions. Each of the policies contained within the Plan are intended to be understood and read with the following preface: "It is the intent of the City of San Buenaventura to...". All of the actions are summarized in table form in Appendix A, along with the City department or division responsible for implementing each action and timeframe for completion. Also included in the Plan are the legally binding Appendices B through E. Attachment A is provided as a reference, while Attachment B is provided to serve as guidelines for future development until an update to the Zoning Ordinance is completed.

Table 1
General Plan Organization

Vision/General Plan Chapter	Required/*Optional* Elements	Examples of Topics Covered
1. Our Natural Community	Conservation Open Space	Open space, hillsides, watersheds, riparian areas, sensitive plants and animals
2. Our Prosperous Community	*Economic Development*	Commercial and industrial growth, economic diversification, job opportunities, tourism
3. Our Well-Planned and Designed Community	Land Use/*Design* Housing *Park & Recreation*	Development patterns, neighborhoods, visual character, urban design, streetscapes, demographics, housing needs, affordability, constraints on production
4. Our Accessible Community	Circulation	Traffic, street network, parking, transit services, bike routes
5. Our Sustainable Infrastructure	Land Use	Water supply, wastewater treatment, drainage
6. Our Active Community	Land Use *Park & Recreation*	Park and recreation facilities, youth and senior programs
7. Our Healthy and Safe Community	Safety Noise Land Use	Development in hazardous areas, hazardous waste management, seismicity, flood control, water quality, brownfields, noise, police, fire, air quality
8. Our Educated Community	Land Use	Schools and libraries
9. Our Creative Community	*Culture*	Arts, events, community programs, cultural and historic resources
10. Our Involved Community	*Citizen Input*	Participation in governance

The format of the *General Plan* satisfies the State requirement that every general plan include policies for seven "elements," as follows:

Land use – establishes the general distribution and intensity of land uses, including housing, commerce, industry, open space, education, and public facilities.

Circulation – identifies the location and type of existing and proposed highways, arterial and collector roadways, bicycle routes, and other transportation facilities.

Conservation – addresses treatment of natural and cultural resources, including watersheds, wetlands, trees, rivers and barrancas, and cultural and historic landmarks.

Housing – assesses current and projected housing needs of all segments of the community and identifies land to provide adequate housing to meet those needs. Although the City's Housing Element and Technical Report is contained in a separate document to facilitate the frequent updating required by the State, the goals, policies and programs of the Housing Element must be and are consistent with the goals, policies, and actions of the *2005 Ventura General Plan.* (See Chapter 3, page 3-28, for 2004 Housing Element Goals and Policies.)

Noise – appraises noise sources in the community and develops means to mitigate nuisances.

Open Space – details techniques for preserving open space areas for natural resources, outdoor recreation, public health and safety, and agricultural activities.

Safety – establishes policies to protect the community from risks associated with seismic, geologic, flood, fire, and other hazards.

The *General Plan* also contains a number of special elements that aren't required by State law but are integral to the unique identity of Ventura. These cover a range of topics including education, recreation, arts and culture, and community involvement in local government. Another chapter treats the very important subject of the local economy, providing guidance to citizens, City staff and policy makers regarding strategies and priorities for economic development in Ventura.

California Coastal Act

The *General Plan* also satisfies State requirements for the City's **Local Coastal Program** in accordance with the California Coastal Act (*Public Resources Code § 30000 et seq.)*. Actions in the *General Plan* that affect coastal resources are intended to become part of the Land Use Plan of the Local Coastal Program, which will be accomplished through specific or community plans for those areas. These actions are identified with the logo of the California Coastal Commission (which oversees all Local Coastal Programs). The basic goals of the State for the coastal zone are to:

- Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.
- Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of the private property owners.
- Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.
  (Public Resources Code § 30001.5)

ventura's general plan

OUR NATURAL COMMUNITY

"As age comes on, one source of enjoyment after another is closed, but Nature's sources never fail. Like a generous host, she offers her brimming cups in endless variety, served in a grand hall, the sky its ceiling, the mountains its walls, decorated with glorious paintings and enlivened with bands of music ever playing."

— John Muir
20th Century Naturalist

CITY OF
VENTURA

1. OUR NATURAL COMMUNITY

Our goal is to be a model for other communities of environmental responsibility, living in balance with our natural setting of coastline, rivers, and hillside ecosystems.

Natural Context

Ventura's natural setting is one if its greatest assets, and preserving the environment is a top community priority. Situated between the ocean, hills, and two rivers, the city affords its residents and visitors with a significant amount of accessible, beautiful, and biologically diverse open space. Although a number of programs are in place to protect coastal and watershed ecosystems and to maintain and preserve existing open lands, some natural features in and around the city have been compromised by the impacts of human activity.

As in many communities across the nation, concern is growing in Ventura about human impacts on natural resources. The historic spread of local development has given rise to grassroots efforts aimed at preserving Ventura's viable agricultural land, open space, and hillsides. The 1995 Save Our Agricultural Resources initiative (see Appendix B) and the 2001 Hillside Voter Participation Area (Appendix C) measure require voter approval before the city can expand into open space areas. The Ventura Hillsides Conservancy formed in 2003 seeks to preserve local hillsides, canyons, and open space.

Ventura, Oxnard, Ventura County, and the County Local Agency Formation Commission have adopted agreements to preserve agricultural and open space land located between the cities. A change that amends these greenbelts requires the approval of all signatories.

Protecting Ventura's fragile natural resources is a fundamental focus of the *2005 Ventura General Plan*. Policies and actions in this chapter intend to ensure that coastal, hillside, and watershed features are preserved, remain visible and accessible, and demarcate boundaries for urban development to define and enhance the city's identity.

The community cherishes the shoreline as one of Ventura's best features. Coastal facilities in the city include:

- Emma Wood State Beach
- Ventura Seaside Park and Fairgrounds
- Surfers Point at Seaside Park
- Beachfront Promenade Park
- San Buenaventura State Beach
- Pierpont Community Beach
- Marina Beach/Cove Port District Beach
- Channel Islands National Park Headquarters
- Surfers Knoll
- Santa Clara River Mouth

Coastal Resources

Ventura boasts seven miles of beautiful sand beaches and valuable shoreline habitat. This "string of pearls" has long been identified by the community as one of the city's most prized features. At its eastern end, the Ventura Harbor offers opportunities for residents and visitors to explore the local marine environment, including the Channel Islands National Park and Marine Sanctuary. Elsewhere along the coast, shoreline and dune habitat provide nesting, feeding, and mating grounds for a wide variety of wildlife, including threatened or endangered species such as the western snowy plover and the least tern.

Shoreline conservation programs underway include the Surfers Point Managed Shoreline Retreat, San Buenaventura State Beach restoration, Ventura Harbor wetland rehabilitation, and coastline water quality monitoring. The City will continue to invest in restoration to enhance the shoreline ecosystem, with the actions in this chapter augmenting current efforts.

Hillsides

The hills of the Transverse Range rise 1,200 feet above Ventura, providing an important visual backdrop that frames the City. Not only do these hills provide residents and visitors with scenic vistas, they are also part of a larger integrated ecosystem comprised by the hillsides, coastal areas, rivers and barrancas that together provide a rich habitat for many species. It is vital to the community that these hillsides that lie outside the city limits (with a County land use designation of either Open Space or Agriculture), are protected and preserved.

These hillsides, by definition, are coterminous with the Hillside Voter Participation Area, and comprise the Hillside Open Space community as depicted on the General Plan Diagram (page 3-22). Because the Hillside Voter Participation Area measure prohibits the extension of City urban services to the hillsides through 2030 without voter approval, the General Plan Diagram identifies the hillsides affected by the measure with a Planning Designation of Open Space. The full text and map of the Hillside Voter Participation Area appears in Appendix C (as required by the act). This chapter calls working with land conservation organizations to establish a Ventura hillsides preserve, and Chapter 6, *Our Active Community*, contains actions to work with the County to create public trails in the hillsides.

Definitions for “Hillside Open Space,” “Hillside Area,” “hillsides,” and “Hillside Voter Participation Area” can be found in the Glossary (Attachment A).

Rivers and Barrancas

The Ventura River flows south to the Pacific Ocean along the western edge of the city, and the Santa Clara River bisects the Oxnard coastal plain south of Ventura. A series of seasonal watercourses called barrancas traverse the city in narrow incised drainage channels running down from the hillsides. The rivers and barrancas and their larger watersheds provide undeveloped open space, riparian vegetation, wildlife habitat and corridors, recreational opportunities, and aesthetic beauty.

Where local watercourses have not been channelized, riparian trees and shrubs grow in fringing woodlands and thickets. Several sensitive bird species breed in these areas, including the least Bell's vireo, willow flycatcher, yellow warbler, and yellow-breasted chat. Steelhead and rainbow trout seasonally inhabit both the Ventura and Santa Clara Rivers.

Riparian and freshwater marsh areas in Ventura represent only a remnant of pre-human coverage, but the City has initiated conservation and restoration efforts such as the Ventura River Estuary Program to help reverse this trend. The estuaries at the mouths of the Ventura and Santa Clara Rivers serve as breeding grounds and feeding areas for migratory and resident shorebirds and waterfowl, as well as home to many terrestrial animals, fish, and free-swimming invertebrates.

Actions in this chapter – such as maintaining adequate buffers from watercourses, requiring restoration of natural drainage features, and prohibiting the placement of manmade materials in drainages – can protect and improve water and habitat quality in local watersheds. The bolder action of removing concrete channel structures would further enhance natural functions and aesthetics.

Resource Conservation

As Ventura continues to grow, conserving resources, increasing energy efficiency, and achieving environmental sustainability become ever more important. The City desires to incorporate green building measures into the design, construction, and maintenance of public and private buildings which can result in significant cost savings and promote overall health and productivity of residents, workers, and visitors to the city. Raising conservation awareness can help minimize waste and pollution released into the natural environment. Improving energy efficiency in buildings, expanding recycling programs, and reducing transportation-related energy consumption will make the city a greener place. The policies and actions in this chapter provide clear direction to guide conservation, green practices, and responsible use of resources.

Policy 1A: Reduce beach and hillside erosion and threats to coastal ecosystem health.

Action 1.1: Adhere to the policies and directives of the California Coastal Act in reviewing and permitting any proposed development in the Coastal Zone.

Action 1.2: Prohibit non-coastal-dependent energy facilities within the Coastal Zone, and require any coastal-dependent facilities including pipelines and public utility structures to avoid coastal resources (including recreation, habitat, and archaeological areas) to the extent feasible, or to minimize any impacts if development in such areas is unavoidable.

Action 1.3: Work with the State Department of Parks and Recreation, Ventura County Watershed Protection Agency, and the Ventura Port District to determine and carry out appropriate methods for protecting and restoring coastal resources, including by supplying sand at beaches under the Beach Erosion Authority for Control Operations and Nourishment (BEACON) South Central Coast Beach Enhancement program.

Action 1.4: Require new coastal development to provide non-structural shoreline protection that avoids adverse impacts to coastal processes and nearby beaches.

Action 1.5: Collect suitable material from dredging and development, and add it to beaches as needed and feasible.

Action 1.6: Support continued efforts to decommission Matilija Dam to improve the sand supply to local beaches.

Action 1.7: Update the Hillside Management Program to address and be consistent with the Planning Designations as defined and depicted on the General Plan Diagram.

Policy 1B: Increase the area of open space protected from development impacts.

Action 1.8: Buffer barrancas and creeks that retain natural soil slopes from development according to State and Federal guidelines.

Action 1.9: Prohibit placement of material in watercourses other than native plants and required flood control structures, and remove debris periodically.

Action 1.10: Remove concrete channel structures as funding allows, and where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential.

Action 1.11: Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" coastal areas.

Action 1.12: Update the provisions of the Hillside Management Program as necessary to ensure protection of open space lands.

Action 1.13: Recommend that the City's Sphere of Influence boundary be coterminous with the existing City limits in the hillsides in order to preserve the hillsides as open space.

Action 1.14: Work with established land conservation organizations toward establishing a Ventura hillsides preserve.

Action 1.15: Actively seek local, State, and federal funding sources to achieve preservation of the hillsides.

Policy 1C: Improve protection for native plants and animals.

Action 1.16: Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands in the city.

Action 1.17: Require development to mitigate its impacts on wildlife through the development review process.

Action 1.18: Require new development adjacent to rivers, creeks, and barrancas to use native or non-invasive plant species, preferably drought tolerant, for landscaping.

Action 1.19: Require projects near watercourses, shoreline areas, and other sensitive habitat areas to include surveys for State and/or federally listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.

Action 1.20: Conduct coastal dredging in accordance with the U.S. Army Corps of Engineers and California Department of Fish and Game requirements in order to avoid impacts to sensitive fish and bird species.

Action 1.21: Work with State Parks on restoring the Alessandro Lagoon and pursue funding cooperatively.

Action 1.22: Adopt development code provisions to protect mature trees, as defined by minimum height, canopy, and/or trunk diameter.

Action 1.23: Require, where appropriate, the preservation of healthy tree windrows associated with current and former agricultural uses, and incorporate trees into the design of new developments.

Action 1.24: Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis.

Policy 1D: Expand the use of green practices.

Action 1.25: Purchase and use recycled materials and alternative and renewable energy sources as feasible in City operations.

Action 1.26: Reduce pesticide use in City operations.

Action 1.27: Utilize green waste as biomass/compost in City operations.

Action 1.28: Purchase low-emission City vehicles, and convert existing gasoline-powered fleet vehicles to cleaner fuels as technology becomes available.

Action 1.29: Require all City funded projects that enter design and construction after January 1, 2006 to meet a design construction standard equivalent to the minimum U.S. Green Building Council LEED™ Certified rating in accordance with the City's Green Building Standards for Private and Municipal Construction Projects. 

Action 1.30: Provide information to businesses about how to reduce waste and pollution and conserve resources.

Action 1.31: Provide incentives for green building projects in both the public and private sectors to comply with either the LEED™ Rating System, California Green Builder, or the Residential Built Green program and to pursue registration and certification; incentives include "Head-of-the-Line" discretionary processing and "Head-of-the-Line" building permit processing. 

Action 1.32: Apply for grants, rebates, and other funding to install solar panels on all City-owned structures to provide at least half of their electric energy requirements. 

Action 1.33: Publicly acknowledge individuals and businesses that implement green construction and building practices.

ventura's general plan

OUR PROSPEROUS COMMUNITY

"Every increment of construction should be done in such a way as to heal the city."

— Christopher Alexander
Author of *A Pattern Language*, 1977

CITY OF
VENTURA

2. OUR PROSPEROUS COMMUNITY

Our goal is to attract and retain enterprises that provide high-value, high wage jobs; to diversify the local economy; to increase the local tax base; and to anticipate our economic future in order to strengthen our economy and help fund vital public services.

Adapting in the 21st Century

Great communities are prosperous communities. A successful city brings people, institutions, ideas, and capital together in creative ways that enrich the lives of those who live and work there. In today's global economy, high-wage high-value jobs are the foundation of the prosperity that instills a city with the financial resources necessary to provide high quality of life and excellent community amenities.

Ventura has been blessed with a history of prosperity, thanks in large part to success in harnessing the area's natural assets for economic benefit. For most of the 20th Century, Ventura was sustained largely by its role as the hub of the region's oil and agriculture industries. These two sectors not only provided a stable source of jobs and business opportunities, but also helped to shape Ventura's role as the legal, governmental, and cultural center of the County.

In the 21st Century, however, Venturans can't take continued prosperity for granted. Competition occurs regionally, nationally, and globally for innovative businesses, top talent, and good jobs. The community must build on its resources and constantly be on the lookout for new economic opportunities.

County government will likely remain the city's largest employer, providing an important element of economic stability, but government employment is not likely to grow significantly. Oil and agriculture will continue to be important, but their roles are diminishing. While Ventura is a regional center for healthcare, that industry will continue to face intense pressures to reduce costs. Still, the City of Ventura is positioned to move into an era dominated by innovation and reliant on emerging technologies. Cities and regions that excel in the "New Economy" promote high tech industries and boast a high quality of life. Likewise, to remain competitive, Ventura must continue to support economic development, but also create a more attractive living environment, including by providing appropriate housing for all segments of the local workforce. Efforts to boost economic development must be supported by a high quality of life, including a thriving cultural arts scene, award winning schools, and an engaged community. Tourism is also a strong market for Ventura. The beaches, museums, downtown, harbor and the nearby Channel Islands National Park attract more than 1.5 million visitors a year.

The policies and actions in this chapter seek to identify business niches that can thrive locally to diversify the economic base and ensure future community prosperity.

Economic Challenges

Ventura faces a variety of interrelated challenges to continued economic vitality, including:

1. Capturing a share of high-value job markets, such as biotechnology, computer software, communications, entertainment, multimedia, education, and business and financial services.

2. Diversifying the local economy to reduce dependence on the service, retail, and government sectors.

3. Building on the success of the tourism, manufacturing, business, and financial services sectors through marketing and job training programs that will ensure retention and attraction of these enterprises.

4. Finding appropriate locations for commercial and industrial land, including through revitalization opportunities in the Westside and Downtown and possibly via annexations of sites in the North Ventura Avenue and 101 Business Corridor areas.

5. Expanding the retail base, because sales tax represents a major City revenue source.

6. Providing housing for the full range of workforce households at all income levels.

7. Providing adequate infrastructure and financing resources.

Meeting all of these challenges in an integrated, strategic manner will be necessary to achieve long-term economic stability and success. The City must endeavor to identify the businesses most likely to remain and grow in an area that has very high costs – especially for housing – but also has outstanding community amenities, including good weather, a spectacular natural setting, and a safe and desirable community fabric.

The *Ventura Vision* calls for targeting industries that demonstrate the greatest promise for long-term community prosperity by:

- Providing high-wage, high skilled jobs,
- Possessing a local competitive advantage in the global economy,
- Being committed to local responsibility,
- Growing from local ownership, control or management,
- Practicing environmental leadership in their markets, and
- Strengthening the community's creative, cultural identity.

The *Vision* also offers principles for the City to pursue in charting future strategies for economic development:

- Encourage a broad range of high-quality employment and entrepreneurial opportunities.
- Encourage private economic prosperity that can support public services and quality-of-life amenities.

- Develop a vital, prosperous, and stable economy while maintaining a "small-town" flavor.
- Encourage the public and private sectors to work together to achieve prosperity.
- Participate constructively in regional economic development efforts.

Implementing these strategies will not be simple or easy. For one reason, California's current tax system contains provisions that result in some of the lowest-paying economic sectors providing the city with the most tax revenue, and vice versa.

Pillars for Prosperity

Community prosperity is not something that a city government can create by itself. Any successful economic development effort requires the participation of many partners, including community-based business organizations, educational and training institutions, venture capitalists, individual entrepreneurs and business owners, networks of suppliers, and other government agencies that have a mission to enhance prosperity.

Together, the City and its economic partners must ensure that the building blocks for community prosperity are in place. These foundations include organizations and institutions that can coordinate local economic development efforts, as well as land and other economic infrastructure required to make Ventura an attractive business location.

This organizational infrastructure is evolving in Ventura. Business groups such as the Chamber of Commerce and the Ventura County Economic Development Association (a countywide group) are already active, but a wider network is needed to assemble the resources and capacity of entrepreneurs, venture capitalists, educators, and other stakeholders in building a healthy business climate. Greater synergy is needed among the area's higher education institutions – including California State University Channel Islands, Ventura College, Brooks Institute, and satellite campuses of other colleges and universities.

Appropriate and sufficient land will also be necessary to ensure continued economic prosperity over the next 20 years, even as we seek to protect open space and combat sprawl. Demand for land to support retail and office development is likely to outstrip current supply unless allowable building intensities are significantly increased. While some increased density is likely, and some older industrial land may be recycled for new business uses, the City must take care to reserve sufficient land for these purposes – especially in an environment where short-term pressure is likely to encourage conversion of land to commuter housing.

Thus, the strategy for community prosperity must be coordinated with area-specific planning efforts, especially on the Westside (where industrial land is likely to be recycled), Downtown (which must stress office, studio, and retail business growth as well as an emerging residential component), and in the 101 Corridor between Mills Road and

Johnson Drive (where most of the city's business activity now takes place). The City will advance on a set of defined focused areas:

Auto Center – efforts over the short term will focus on making the area a regional retail destination. The City will strengthen its partnership with Auto Center dealers to realize beautification projects and facilitate land use entitlements for additional dealerships.

McGrath Property – the 76-acre site provides Ventura with the very best opportunity to attract new industry with high-value, high-wage jobs. The City and property owners will work on securing project entitlement approvals and recruiting desired tenants. The objective is to attract targeted industries and provide the impetus for initial site development over the short-term.

Westside – the feasibility of establishing a redevelopment project area will be considered by the City and Westside citizens. Such legal designation would provide the resources needed to leverage and implement planned initiatives in various Westside plans. Brownfield reuse efforts will also continue to secure funding for much needed site assessment and remediation activities.

Upper North Avenue – the objective is to transform this area from an oilfield industrial area to a dynamic economic engine. Development efforts will address reuse of the former USA Petroleum site, including and evaluation of the site's potential to emerge as a component of a campus expansion opportunity for Brooks Institute. Keys to this effort are site remediation, compatibility issues, and future annexation to the City.

Downtown – proposed initiatives include well defined design standards in the updated Downtown Specific Plan, enhanced efforts to market the Downtown Cultural District, formation of a downtown management entity, and attracting uses that create "around–the-clock" activity.

Anticipating Our Economic Future – Ventura's economic growth is built on a foundation of concerted efforts that fuel innovation, collaboration, and continuous learning. The focus will be on attracting high technology and knowledge-based businesses including biotechnology, non-durable manufacturing, and business and financial services. Continuous learning opportunities for job seekers, workers, and employers will acknowledge demographic pressures and rapidly changing skill needs. Through specific strategies, the community will develop leaders for tomorrow, and attract and retain new graduates and skilled employees. Critical players will include the Workforce Investment Board, Ventura College, California State Channel Islands, and the Brooks Institute.

The policies and actions in this chapter attempt to provide the means to support these targeted efforts to achieve a stable and balanced economic base.

Policy 2A: Establish a clear economic strategy.

Action 2.1: Track economic indicators for changes that may affect City land resources, tax base, or employment base, such as terms and conditions of sale or lease of available office, retail, and manufacturing space.

Action 2.2: Prepare an economic base analysis that identifies opportunities to capture retail sales in sectors where resident purchasing has leaked to other jurisdictions.

Action 2.3: Maintain and update an Economic Development Strategy to implement City economic goals and objectives.

Policy 2B: Make the local economic climate more supportive of businesses investment.

Action 2.4: Map priority locations for commercial and industrial development and revitalization, including a range of parcel sizes targeted for high-technology, non-durables manufacturing, finance, business services, tourism, and retail uses.

Action 2.5: Share economic and demographic information with organizations that may refer businesses to Ventura.

Action 2.6: Encourage intensification and diversification of uses and properties in districts, corridors, and neighborhood centers, including through assembly of vacant and underutilized parcels.

Action 2.7: Partner with local commerce groups to recruit companies and pursue funding for business development and land re-utilization.

Action 2.8: Carry out Housing Element programs that provide housing to all segments of the local workforce.

Action 2.9: Expedite review for childcare facilities that will provide support to local employees.

Policy 2C: Encourage niche industries.

Action 2.10: Expedite review of the entitlement process for installation of infrastructure necessary to support high technology and multimedia companies.

Action 2.11: Allow mixed-use development in commercial and industrial districts as appropriate.

Action 2.12: Allow uses such as conference centers with resort amenities on appropriately sized and located parcels.

Action 2.13: Market the city to businesses that link agriculture with high technology, such as biotechnology enterprises.

Action 2.14: Partner with local farms to promote farmers markets and high quality locally grown food.

Policy 2D: Expand tourism opportunities.

Action 2.15: Provide incentives for use of waterfront parcels for recreation, visitor-serving commerce, restaurant, marina, and fishing uses.

Action 2.16: Work with the State to create year-round commercial opportunities at the fairgrounds.

Action 2.17: Partner with the Harbor District and National Park Service to promote Channel Islands tours and develop a marine learning center.

Action 2.18: Prioritize uses within the Harbor master plan area as follows: (1) coastal dependent, (2) commercial fishing, (3) coastal access, and (4) visitor serving commercial and recreational uses.

Action 2.19: Partner with hotels and the Chamber of Commerce to promote city golf courses.

Action 2.20: Promote outdoor recreation as part of an enhanced visitor opportunities strategy.

ventura's general plan

OUR WELL PLANNED COMMUNITY

"Communities should be designed to serve the cycle of the day and the cycle of the lifetime."

— Andres Duany
Architect & Town Planner

CITY OF
VENTURA

3. OUR WELL PLANNED & DESIGNED COMMUNITY

Our goal is to protect our hillsides, farmlands and open spaces; enhance Ventura's historic and cultural resources; respect our diverse neighborhoods; reinvest in older areas of our community; and make great places by insisting on the highest standards of quality in architecture, landscaping and urban design.

Our City

Ventura is a unique coastal community, proud of our heritage and dedicated to being a national model for effectively managing growth to protect our natural environment and continue to be a great place for us to live.

It is our public responsibility to plan and shape the physical realm to achieve these goals. Past policies, particularly the 1989 Comprehensive Plan, reined in rapid outward suburban sprawl. The 1992 Downtown Specific Plan set the direction for revitalization of the historic heart of our community. Voter-approved measures clearly underscored a mandate to protect agricultural resources and open space, particularly in our hillsides.

Guided by the Ventura Vision of 2000, the centerpiece for this General Plan is creating a "well-planned and designed community." The policies build on the foundation of the past. This plan also represents an historic commitment to *smart* growth:

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable communities
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development toward existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost effective
10. Encourage community and stakeholder collaboration in development decisions

Source: U.S. Environmental Protection Agency

"**Smart growth** is about being good stewards of our communities and of our rural lands, parks, and forests. It is about ensuring that the best of the past is preserved, while creating new communities that are attractive, vital, and enduring."
--Michael Leavitt, EPA Administrator

Infill First

Ventura today is the product of decades of earlier growth and development. These patterns have largely established our community's character and will continue to do so in the future. The passage of SOAR, the Hillside Voter Protection Area, and other land-use constraints, along with natural boundaries, such as the ocean and the rivers, make it abundantly clear that before we expand outward any further, we must pursue an "Infill First" strategy. Such a strategy will help avoid sacrificing farmland and sensitive areas in our hillsides and along our rivers.

Our “Infill First” strategy for Ventura means avoiding suburban sprawl by directing new development to vacant land in the City and Sphere of Influence (with the exception of SOAR land), and by focusing new public and private investment in carefully selected districts, corridors, and neighborhood centers where concentrated development and adaptive reuse will improve the standard of living and quality of life for the entire community.

Recognizing that the rate of future population growth is not subject to City control, this plan has been analyzed (in the accompanying Environmental Impact Report) on the basis of estimates of what new homes and other development might be expected to take place over the next twenty years (see Table 3-2). Looking at the rate of growth over the past decade and recognizing the challenges to "infill" development compared to "greenfield" expansion, a projection of roughly 8,300 additional housing units and approximately 5 million square feet of non-residential development has been used for the plan's 20 year planning horizon. Table 3-2 provides estimates of the amount of development that could reasonably be expected to occur in the City and Sphere of Influence.

The actual distribution of future growth in the City may vary based on market forces and other factors. The districts, corridors, and neighborhood center areas, shown on Figure 3-1 Infill Areas, could accommodate more development and/or a different mix of development than shown in Table 3-2. To demonstrate this, Table 3-1 shows the potential development based on the overall carrying capacity of the land.

Distribution of growth in the districts and corridors is based on the following general assumptions:

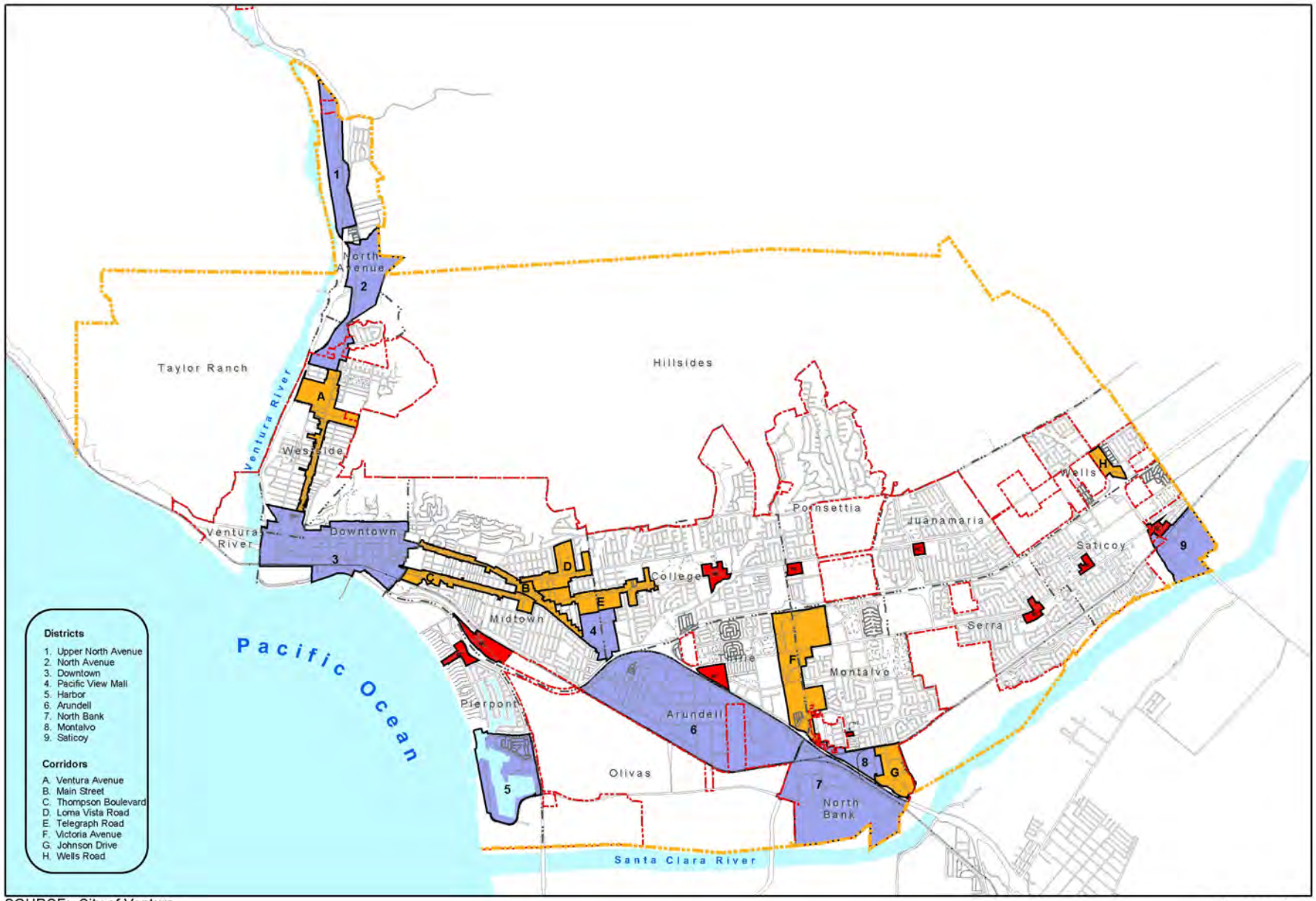
- Development in the Downtown and Harbor Districts will conform to the plans for those areas,
- The Downtown area and, to a lesser extent, the Ventura Avenue corridor will be the focus of future residential and commercial growth, and
- The Arundell, North Avenue, and Upper North Avenue areas will be the focus of future economic growth, potential expansion of the Brooks Institute, with some residential uses.

Table 3-1. Potential Development Based on Carrying Capacity of Land Area

Planning Designation	Allowed Density (du/acre)	Existing Development 2004					General Plan Capacity			
		Single Family Units	Multi Family Units	Comm./Ind. Sq. Ft.	Parcels	Acres	Vacant Parcels	Vacant Acres	Additional Potential[3] Units	Additional Potential[3] Sq. Ft.
Neighborhood Low	0-8	19,425	3,335	49,386	22,511	4,629	108	426	1,221	
Neighborhood Medium	9-20	1,163	8,965	149,513	4,414	1,061	32	116	4,859	
Neighborhood High	21-54	814	2,468	194,143	1,634	303	8	16	8,477	
Commerce[1]		257	490	4,995,248	1,366	808	95	108	7,892	22,328,276
Industry[2]		29	31	8,299,840	1,037	1,401	89	392	4,724	34,215,483
Public & Institutional		4	0	54,422	66	571				
Park & Open Space		6	0	15,491	264	11,693				
Agriculture		4	0	19,550	154	6,857				
Downtown Specific Plan	21-54	332	1,543	1,795,401	1,174	307	45	20	2,500	450,000
Harbor District		0	310	350,160	10	254	1	21	300	876,100
Total		**22,034**	**17,142**	**15,923,154**	**32,630**	**27,884**	**378**	**1099**	**29,910**	**57,869,859**

1. Commerce residential unit capacity is for property within a Corridor, District, or Neighborhood Center and assumes buildout to the maximum FAR and that 25% of floor area would be commercial (with the remainder residential).
2. Industry residential unit capacity is for property within a Corridor, District, or Neighborhood Center and assumes buildout to the maximum FAR and that 75% of floor area would be industrial (with the remainder residential).
3. "Additional Potential" assumes a historic buildout rate of 70% for both residential and non-residential.

Table 3-2. Predicted Development Intensity & Pattern	Residential Development (units)	Non-Residential Development (square feet)				
		Retail	Office	Industrial	Hotel	Total
DISTRICTS						
Upper North Avenue	100	10,000	50,000	150,000	-	210,000
North Avenue	50	10,000	50,000	250,000	-	310,000
Downtown Specific Plan	1,600	100,000	200,000	-	150,000	450,000
Pacific View Mall	25	25,000	-	-	-	25,000
Harbor	300	315,000	-	-	230,000	545,000
Arundell	200	25,000	300,000	1,000,000	-	1,325,000
North Bank	50	300,000	50,000	300,000	-	650,000
Montalvo	50	-	50,000	25,000	-	75,000
Saticoy	50	-	-	25,000	-	25,000
Subtotals (Districts)	**2,425**	**785,000**	**700,000**	**1,750,000**	**380,000**	**3,615,000**
CORRIDORS						
Ventura Avenue	800	40,000	100,000	50,000	-	190,000
Main Street	100	15,000	40,000	-	-	55,000
Thompson Boulevard	300	15,000	40,000	-	-	55,000
Loma Vista Road	25	15,000	40,000	-	-	55,000
Telegraph Road	250	15,000	40,000	-	-	55,000
Victoria Avenue	50	15,000	40,000	-	-	55,000
Johnson Drive	150	50,000	20,000	-	-	70,000
Wells Road	50	15,000	20,000	-	-	35,000
Subtotals (Corridors)	**1,725**	**180,000**	**340,000**	**50,000**	**0**	**570,000**
SPHERE OF INFLUENCE (SOI)/OTHER INFILL/NEIGHBORHOOD CENTERS						
101/126 Agriculture	200	-	-	-	-	-
Wells/Saticoy	1,050	-	-	-	-	-
Pierpont	100	30,000	-	-	-	30,000
Other Neighborhood Centers	100	-	-	-	-	-
Second Units	300	-	-	-	-	-
Underutilized	250	-	-	-	-	-
Vacant	450	165,000	50,000	-	-	215,000
Subtotals (Other Infill)	**2,450**	**195,000**	**50,000**	**0**	**0**	**245,000**
TOTAL INFILL	***6,600***	***1,160,000***	***1,090,000***	***1,800,000***	***380,000***	***4,430,000***
PLANNED AND PENDING DEVELOPMENTS						
Downtown	50	1,072	-	-	150,000	151,072
Ventura Avenue/Westside	238	7,086	-	27,000	-	34,086
Midtown	34	13,751	-	-	-	13,751
College (Telegraph/Loma Vista)	4	2,718	8,843	-	-	11,567
Telephone Road Corridor	256	-	54,785	-	-	54,785
Montalvo/Victoria	296	-	4,300	-	-	4,300
Saticoy/East End	840	7,950	5,600	-	-	13,550
Arundell	-	41,640	42,614	18,080	-	102,334
Olivas	-	7,160	7,066	390,053	-	404,279
Subtotals (Planned/Pending)	**1,718**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**
TOTAL (Infill+SOI/Other+Pending)	**8,318**	**1,241,377**	**1,213,214**	**2,235,133**	**530,000**	**5,219,724**



SOURCE: City of Ventura

Infill Sites

- Corridor
- Neigborhood Center (NC)
- District
- City Limits
- Planning Boundary
- Planning Neighborhoods

Figure 3-1
Infill Areas

Footnotes for Table 3-2:
Growth estimates for the Arundell community consider the likely development of the 75-acre McGrath property with a mix of uses and development of other vacant lands. Growth estimates for the North Bank area consider the possibility of a large retailer in that area. Estimates of growth in the SOI/Other Infill sites are based on the following general assumptions: (a) 101/126 Orchard site will develop similarly to a project recently proposed for that site; (b) Wells/Saticoy sites will develop in accordance with ongoing planning efforts for those areas; (c) the Pierpont area will develop generally in accordance with a conceptual project recently considered by the City; (d) Second Units will be added at a rate of 15/year; (e) roughly half of underutilized lands identified in the Housing Element will be re-developed over the next 20 years; (f) all vacant lands outside the districts and corridors will be developed in accordance with the proposed planning designations. Planned and Pending Developments based upon the City's 2004 Pending Projects list. Building areas do not include self storage facilities.
The following potential projects not included in the 2004 Planned and Pending Developments list have been included in the future development totals: (1) 150,000 square feet of industrial development in the North Bank area; (2) 165,000 square feet of retail development along Wells Road in the Saticoy area; (3) 50,000 square feet of office development on a 3.5-acre site along Ralston Drive. The Auto Center industrial project is included in the North Bank district; the other two projects are included in the "vacant" category. The square footage associated with these projects has been added to the projections of future growth to provide a conservative analysis of possible future impacts.

Together Table 3-2 and Figure 3-1, Infill Areas, offer a sense of how much growth Ventura might experience by 2025, and a picture of where such change is likely to occur. Precisely how and when development happens and what resources are conserved will be determined by the actions presented in the ten chapters of the *General Plan*, and by the specific land development standards. This plan is one of many tools the City will use to control where and how any future development takes place.

21st Century Tool Kit

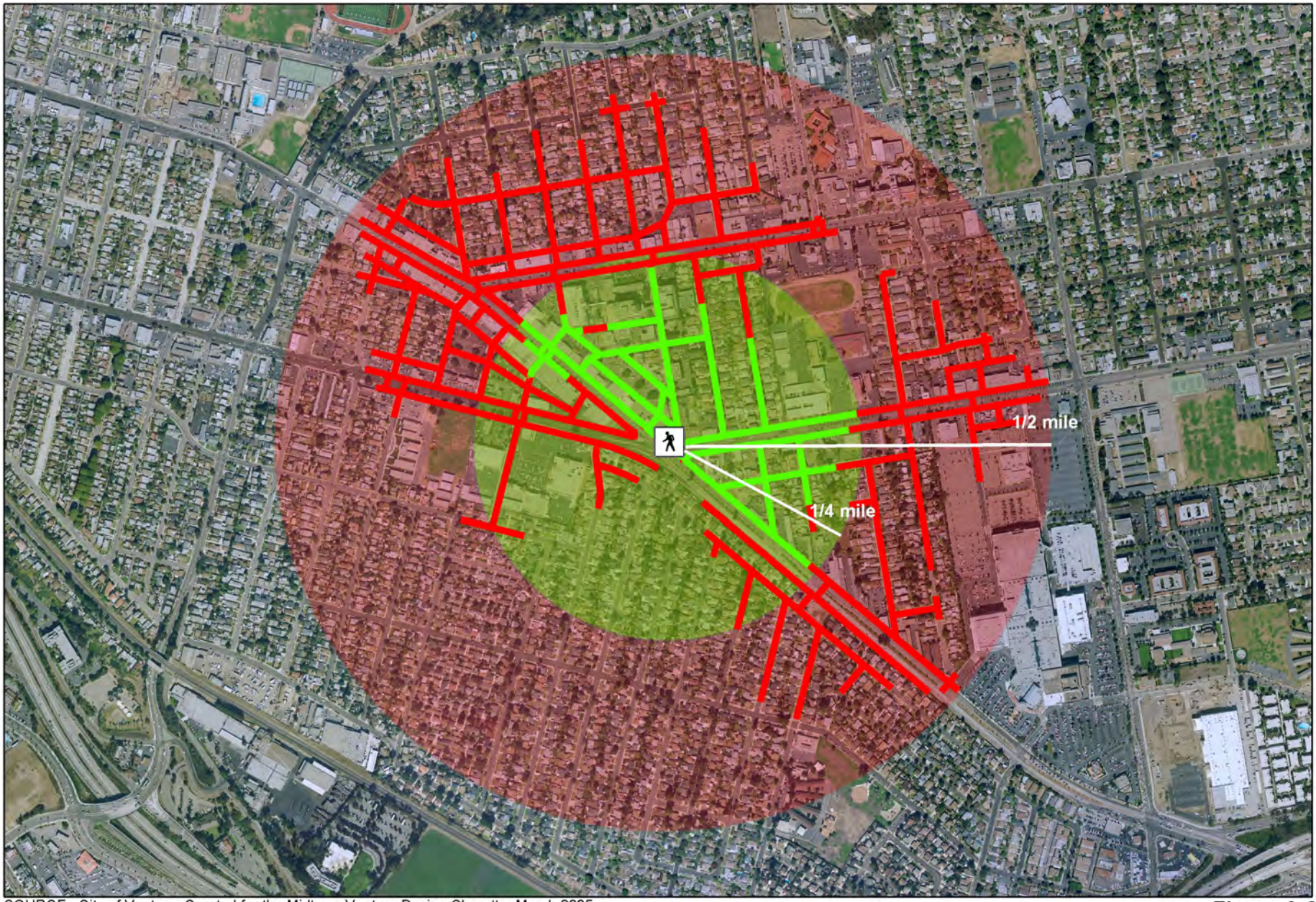
The City has a wide array of tools at its disposal to achieve our "Infill First" strategy in ways that respect Ventura's heritage and result in beautiful buildings, blocks, streetscapes, and public places that enhance and enrich quality of life for the entire community. Shaping the City's physical form in the 21st Century will be achieved most effectively and aesthetically by combining Planning Designations with a transect-based approach, and with a new form-based Development Code. Together these can strongly influence the design and functioning of Ventura's distinct and unique neighborhoods, districts, and corridors.

The policies and actions in this chapter seek to enrich Ventura's urban fabric through appropriate design that showcases the attractive features of neighborhoods, districts, and corridors. To promote high-quality infill, the policies and actions encourage neighborhood centers, pedestrian access, established and desirable building types, and dynamic, neighborhood-serving nodes of mixed-use development along primary streets and corridors. This chapter specifically calls for detailed attention to community design through a form-based approach.

Neighborhoods: The Basic Building Blocks of Community

Like any great city, Ventura has grown around the basic unit of the neighborhood. A true neighborhood is not a subdivision of similar houses disconnected from surrounding places. Instead it is an identifiable area containing a neighborhood center with a pedestrian-friendly mix of uses and a palette of housing types for people in all stages of their lives. Neighborhoods are often defined by a quarter-mile "pedestrian shed" (see Figure 3-2), in which most residents' daily needs can be met within a five-minute walk. The organic nature of neighborhoods and their interdependency is what makes them viable for generations. Neighborhoods are not static places that resist change, but rather evolve naturally through periods of transformation to accommodate new residents' needs and desires.

> "In a neighborhood, everything that is needed is there and everything that is there is needed."
> - Anonymous



SOURCE: City of Ventura, Created for the Midtown Ventura Design Charette, March 2005

Northeast corner of Five Points

Theoretical 5 minute walk (1/4 mile)

Theoretical 10 minute walk (1/2 mile)

Actual 5 minute walk (1/4 mile)

Actual 10 minute walk (1/2 mile)

Figure 3-2
Pedestrian Shed, Theoretical versus Actual

The City is rich in a variety of neighborhoods, most of which are within one of Ventura's distinct communities. A total of 17 communities were identified in the 1989 Comprehensive Plan and have been carried forward, with some modifications to allow for a more detailed approach to describe Ventura's geography. Figure 3-3 illustrates 19 distinct communities, some of which are composed of a group of neighborhoods, each boasting their own unique attractions and potential. The oldest settled area is nearest the ocean, with newer areas found eastward, with the exception of Saticoy. Some of Ventura's communities have neighborhood centers established around parks, community gathering places, or civic buildings, and contain or are near services they share with surrounding areas, such as schools, libraries, post offices, and specialty shopping.

Ventura also has residential subdivisions and commercial and industrial districts that could evolve into true neighborhoods. A long-term strategy should be developed to gradually transform these areas that do not yet follow the neighborhood pattern. Existing subdivisions could be linked by pedestrian routes to new small-scale retail and service centers. Congested commercial areas could be redesigned as mixed-use centers on a grid of streets with walkable blocks that connect with surrounding neighborhoods and central plazas. These streets could be lined with buildings containing upper level housing and lower level commercial, office, and civic spaces that hide internal parking structures. Industrial sites that are fast converting to light industry, high tech manufacturing, and assembly could become factory villages with green space, multiple types of housing, small-scale retail to serve workers, and spin-off businesses.

Ventura's 19 communities (Figure 3-3) can each be enriched by using the *transect* (see discussion page 3-10) as a lens to understanding the ways in which it functions and by applying form-based development controls to respect and enhance its character to ensure that, where appropriate, each community provides one, if not more, walkable neighborhoods.

SOURCE: City of Ventura

----- City Limits

- - - Planning Communities

Figure 3-3
Planning Communities

Taylor Ranch
This area is essentially undeveloped, with agriculture as the primary activity. Taylor Ranch is within the City's Planning Area, including a portion within the Coastal Zone Boundary.

Ventura River
This area includes the Ventura River Basin, is within the Coastal Zone Boundary, and with Emma Wood State Beach Park, its major activity is recreation offering day use and overnight camping. Opportunities exist for passive recreation and nature study.

Hillside Open Space
Within the City's Planning Area, is undeveloped, and designated Open Space. Plant communities include chaparral, riparian willow forest, and oak woodland. This area has tremendous potential for passive recreation including scenic trails with panoramic views. This area is coterminous with the Hillside Voter Participation Area or "HVPA" (see Chapter 1 and Appendix C).

North Avenue
Within the City's Planning Area. Historically, largely oilfield industrial. Includes both the Upper North Avenue and North Avenue districts, and is home to the Brooks Institute, which is world renown for its professional photographic and motion picture education. Opportunities exist to strengthen the economy of this area and provide for the expansion of the Brooks Institute into a campus-village including spin-off businesses with a mix of housing types and transit options for all ages.

Westside
Includes the Ventura Avenue corridor and is home to several neighborhood centers that are surrounded by well-connected neighborhood blocks. Opportunities exist to realize the potential of neighborhood improvements initiated in ongoing and past grassroots efforts, such as the Westside Revitalization Plan. This community includes "Hillside Areas" (see definition in Attachment A), which are subject to the Hillside Management Program that provides necessary development criteria in order to retain the natural qualities and minimize potential hazards.

Downtown
The area is regulated by the Downtown Specific Plan. This community is both an urban core with opportunity to grow economically stronger, and the historic center of the City. Civic uses include City Hall, Seaside Park, Grant Park, the Ventura County Museum, San Buenaventura Mission, and is home to a number of historic sites and landmarks. Additional opportunity to enhance the area's already strong cultural climate, including art, cookery, music, performance, and entertainment. Tremendous potential to create "around-the-clock activity" leading to increased vitality. This community includes "Hillside Areas".

Midtown
Includes the Main, Thompson, and Loma Vista corridors, a portion of the Telegraph corridor, as well as the Seaward/Alessandro neighborhood center. Home to the Pacific View Mall, the City's Bus Transfer Center, Ventura High School. Blanche Reynolds Park, Ocean Avenue Park,

and Memorial Park. Includes a small amount of agriculture. Opportunities exist to realize potential improvements initiated in ongoing and past grassroots efforts, such as Midtown by Design, and more recently the Midtown Urban Design Charrette. This community includes "Hillside Areas".

Pierpont
Within the Coastal Zone Boundary, a unique-beach oriented predominantly residential community, with high-quality beachfront homes. Includes the Harbor district and the Pierpont neighborhood center. Home to the Ventura Harbor, Seaward Elementary School, a mobile home park, and Marina Park. Currently offers highway retail such as motels, hotels, and fast food, but opportunity exists to offer residents and visitors with more attractive and improved neighborhood and coastal oriented services and to develop a specific plan for the Harbor district.

College
Includes a portion of the Telegraph corridor, and the College/Day neighborhood center. Major civic uses are Arroyo Verde and Camino Real Park, Ventura Community College and Buena High School. This community includes "Hillside Areas".

Thille
Includes the Gateway neighborhood center and shares the Victoria corridor with Montalvo to the east. Contains mix of housing types built mostly between 1960 and 1980, with some newer development in the 1990's and early 2000's. Its primary civic use is the County Square Linear Park

Arundell
This community contains the main industrial and warehouse district of Ventura, but also has mixed-use areas with retail, restaurants, and offices within walking distance of many workers. Callens Road, the historic center of this community, has great potential to expand and increase the mix of uses it contains, including residential. A significant vacant parcel, the 75-acre McGrath property, offers great economic opportunity to attract new industry that provides high value, high wage jobs to the City.

Olivas
Predominantly agricultural. Its major civic use is the Olivas Park Golf Course and is home to the Olivas Adobe. Contains some commercial and industrial.

North Bank
This community contains a portion regulated by the Auto Center Specific Plan. Its major civic use the Buenaventura Golf Course. Predominantly industrial, with some agriculture. Opportunity to enhance the area as a regional retail destination, while providing workforce serving retail uses.

Poinsettia
Includes the Victoria Plaza neighborhood center. Its primary civic uses include elementary and middle schools. Predominantly residential, with some housing in the Hillside Area, and a significant amount of agricultural operations.

Montalvo
Includes the Johnson Drive corridor, Bristol neighborhood center, and shares the Victoria corridor with Thille to the west. Its major civic use is the County Government Center (equal size to 12 downtown blocks), but also the Rancho Ventura Linear Park and the Barranca Vista Park. Contains mix of housing types and is home to the Metrolink Station.

Serra
Includes the Telephone/Petit neighborhood center, and is home to the City's newest civic use – the Community Park, set to open Fall 2005. Also includes the Chumash Park, Junipero Serra Park, North Bank Linear Park, and Bristol Bay Linear Park. Contains a significant amount of agricultural land.

Juanamaria
Includes the Kimball/Telegraph neighborhood center. Primary civic use is Hobert Park; this community contains some agricultural land.

Wells
Includes the Wells corridor. The Brown Barranca runs through the northerly portion of this area. Contains agricultural land.

Saticoy
Includes the Telephone/Cachuma and Saticoy neighborhood centers and the Saticoy district. Developed originally as a rural town in the late 1800s, Saticoy has the full range of transect characteristics: from the Santa Clara river and the rural eastern edge, to its neighborhood centers, and a mix of housing types at various intensities. Its major civic uses are the Fritz Huntsinger Youth Sports Complex, Saticoy Regional Golf Course and the Saticoy neighborhood park.

Planning Designations and Transect Zones

Land in the City's Planning Area is divided into eight basic Planning Designations on the General Plan Diagram (page 3-22). Each acknowledges a particular predominant development pattern that exhibits certain desirable characteristics, such as building types and functions that can be measured and described.

The wide range of building forms in Ventura offers great potential for compatible infill and viable mixed-use projects in existing neighborhoods, districts, corridors, and neighborhood centers. The wealth of building types includes attached and detached housing, duplexes, courtyard bungalows, second units (often over garages), lofts (some live-work), urban villas, neighborhood shopfronts, concentrated retail developments, and civic buildings. Public buildings retain special importance by serving as prominent landmarks that shape the visual character of the city.

Streetscapes set the tone for quality of life in Ventura by providing the shared outdoor living space of the community. Although the city's distinct neighborhoods, commercial and industrial districts, and agricultural areas are linked by corridors that have evolved primarily to accommodate motor vehicles, opportunities abound to make those streets more livable and to focus activities in neighborhood centers that emphasize walking, biking, and public gathering, and thereby ease traffic and reinforce community vitality. Accordingly, new development needs to be high quality, compact, and walkable, and it should incorporate design diversity that increases lifestyle choices and bolsters commerce and industry.

Determining which building types are most appropriate in specific locations requires shifting away from conventional zoning that emphasizes use toward a form-based approach that prioritizes function, appearance, and compatibility with surrounding context. A powerful tool for understanding this context is the *Transect*, which depicts the continuum from rural to urban conditions (see Figure 3-4).

The transect is a tool that can be used by the community to understand and describe the full range of unique environmental and built characteristics within each of Ventura's neighborhoods. Using the six parenthetical transect zones to better understand the broad Planning Designations of the General Plan Diagram, a finer-grained (site specific) set of development standards can be created to ensure that new development is in keeping with local preferences for building.

This new Development Code will better accommodate the diversity of lifestyles Ventura desires – from the *rural* farm to the *sub-urban* house and yard to the *urban core* with apartments above shops – and will contribute to the identity and character desired by the community. Common elements that the transect will help measure and describe, and that the Development Code will prescribe, include the types and

arrangements of buildings, their "intensity" of lot coverage, height and mass, the details of streets, public and private frontages and the requirements for and character of open spaces. In general it will prescribe individual neighborhood preferences for urban design and building characteristics, including standards.

In many cases, area specific codes, applying the Planning Designations including districts, corridors, and neighborhood centers, will be developed as part of community or specific plans that establish a detailed strategy for public and private investment and policies to promote the appropriate preservation and development of community desired character.

The following descriptions of the Planning Designations include a parenthetical reference to the transect zones they encompass that will be used as guidance in interpreting the planning designations while drafting detailed plans and codes:

"A **transect** is a geographical cross-section of a region used to reveal a sequence of environments. For human environments, this cross-section can be used to identify a set of habitats that vary by their level and intensity of urban character, a continuum that ranges from rural to urban. In transect planning, this range of environments is the basis for organizing the components of the built world: building, lot, land use, street, and all of the other physical elements of the human habitat."
--SmartCode, Volume 6.5, 2005

"All architecture should be beautiful. All towns should be beautiful. Beauty nurtures the soul and the spirit. It makes life worth living."
-Camillo Sitte

- Neighborhood Low – *(T3 Sub-Urban and T4 General Urban)*
emphasizes detached houses with some attached units in a small mix of building types from 0 up to 8 dwelling units per acre. Predominantly residential, with opportunity for limited home occupation and neighborhood services sensitively located along corridors and at intersections.

- Neighborhood Medium – *(T3 Sub-Urban, T4 General Urban and T5 Urban Center)*
anticipates a mixture of detached and attached dwellings and higher building types at approximately 9 to 20 dwelling units per acre. Predominantly residential with small scale commercial at key locations, primarily at intersections and adjacent to corridors.

- Neighborhood High – *(T3 Sub-Urban through T6 Urban Core)*
accommodates a broader mix of building types, primarily attached, from 21 to 54 dwelling units per acre; A mix of residential, commercial, office, and entertainment that includes mixed-use buildings.

- Commerce – *(T4 General Urban through T6 Urban Core, neighborhood center downtown, regional center, town center or village center)*
encourages a wide range of building types of anywhere from two to six stories (depending on neighborhood characteristics) that house a mix of functions, including commercial, entertainment, office and housing.

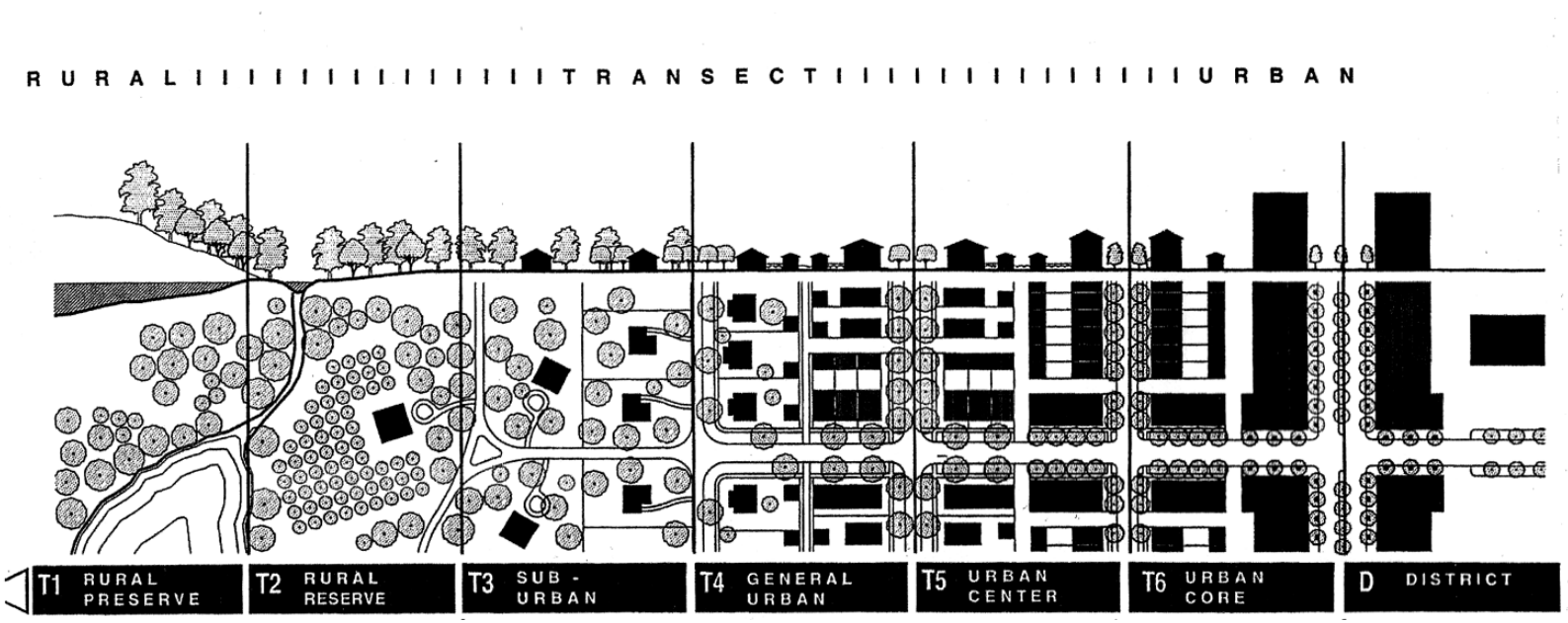
- Industry – *(T2 Rural through T6 Urban Core)*
encourages intensive manufacturing, processing, warehousing and similar uses, as well as light, clean industries and support offices; also encourages workplace-serving retail functions and work-live residences where such secondary functions would complement and be compatible with industrial uses. Primarily large-scale buildings. Also can be developed as Transit Oriented Development, employment center or working village with a mix of uses.

- Public and Institutional – *(T1 Preserve through T6 Urban Core)*
accommodates civic functions such as government offices, hospitals, libraries, schools and public green space.

- Agriculture – *(T2 Rural)*
predominantly commercial cultivation of food and plants and raising of animals.
Pursuant to SOAR: The Agricultural use (not to be considered until after the Year 2030) category identifies those lands that are designated for agricultural use on the General Plan Diagram. The target date of 2030 associated with the Agricultural Use designation indicates a review date after which agriculturally designated lands may be reconsidered for urban uses. However, during the life of this Plan as amended by initiative, it is intended that only agricultural uses are permitted on these lands, except as such lands may be appropriate to public open space and recreational usage. Furthermore, any updates to this Plan are not intended to imply that development would necessarily be appropriate at that time.

- Parks and Open Space – (*T1 Preserve through T6 Urban Core)*
designate lands to public recreation and leisure and visual resources, and can range from neighborhood tot lots and pocket parks to urban squares and plazas and playgrounds to large regional parks and natural preserves.

Figure 3-4. The Transect



Transect: a system of ordering human habitats in a range from the most natural to the most urban. For convenience, the Transect is divided into six zones which describe the physical character of place at any scale, according to the intensity of land use and urbanism. The T-Zones are T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core.

Natural Zone (T1): consists of lands approximating or reverting to a wilderness condition, includes lands unsuitable for settlement due to topography, hydrology, or vegetation.

Rural Zone (T2): consists of lands in open or cultivated state or sparsely settled. These may include woodlands, agricultural lands, grasslands and irrigable deserts.

Sub-Urban Zone (T3): though similar in density to conventional suburban residential areas, differs by its superior connectivity and by allowing home occupations. It is typically adjacent to other urban T-zones. This zone is naturalistic in its planting. Blocks may be large and the roads irregular to accommodate site conditions.

General Urban (T4): has a denser and primary residential urban fabric. Mixed-use is usually confined to certain corner locations. This zone has a wide range of building types: singles, side yard and rowhouses. Setbacks and street tree settings are variable.

Urban Center (T5): is the equivalent of the main street area. This zone includes mixed-use building types that accommodate retail, offices and dwellings, including rowhouses and apartments. This zone is a tight network of streets and blocks with wide sidewalks, steady street tree planting and buildings set close to the frontages.

Urban Core (T6): is the equivalent of a downtown. It contains the densest urbanism – the tallest buildings and the greatest variety of uses, particularly unique ones such as financial districts and important civic buildings. This zone is the least naturalistic of all the zones; street trees are formally arranged or non-existent.

Source: Duany, Plater Zyberk & Company's SmartCode, Volume 6.5, Spring 2005

The General Plan Diagram (page 3-22) also depicts the Downtown, Auto Center, and Saticoy Village Specific Plan areas, which are subject to detailed standards for form and use. In addition, the Diagram identifies Districts, Corridors, and Neighborhood Centers – where the development of housing alongside commercial uses is specifically encouraged. These Districts, Corridors, and Neighborhood Centers make up the growth priority areas as the City's "Infill First" strategy (See Figure 3-1 Infill Areas).

Districts, Corridors, and Neighborhood Centers

One of the primary objectives for infill in Ventura is to produce mixed-use development that places most people's daily needs within walking distance of their dwellings. This may include encouraging "flex space" where a single building functions as both living and working area for the owner, combining housing and commercial uses in the same structures, or sensitively integrating small-scale retail, service, and entertainment within convenient distance of residential areas. Mixed-use places inherently reduce automobile trips and improve the pedestrian experience, resulting in safer neighborhoods, healthier citizens, and better access to everyday needs. The City's corridors and districts already encompass significant mixed-use development. Opportunities exist to augment those areas in ways that complement and enhance existing urban form and streetscapes to better serve Ventura's residents.

Districts

Districts consist of streets or areas emphasizing specific types of activities and exhibiting distinct characteristics. A neighborhood or parts of neighborhoods can form a district. A thoroughfare may also be a district, such as when a major shopping avenue runs between adjoining neighborhoods. The following nine districts are depicted on the General Plan Diagram:

1. Upper North Avenue – home to a mix of industrial uses, including an abandoned oil refinery and Brooks Institute. Tremendous opportunities exist for the remediation and reuse of the former USA Petroleum site, as well as for the expansion of the Brooks Institute as a campus village, surrounded by a green edge to define the upper limits of Ventura.

2. North Avenue – an area with oilfield, industrial, and residential development, which has potential to fully develop into a more balanced mix of building types and uses with unique character, to serve as a major neighborhood anchor for northwest Ventura.

3. Downtown – the most intensely developed area of the city and its urban core. The Downtown Specific Plan regulates this area. Proposed initiatives include well-defined design standards via the Downtown Specific Plan update; enhanced efforts to market the Downtown Cultural District; formation of a

downtown management entity; and attracting uses that create "around–the-clock" activity.

4. Pacific View Mall – an enclosed shopping center and adjacent commercial uses. Large expanses of surface parking paired with significant building mass offer opportunity for the reintroduction of the block pattern and a reinvention of single-use retail into a much more sustainable mix of high intensity uses.

5. Harbor – an area with visitor serving uses, marine facilities, boating and commercial and recreational fishing activities, as well mixed-use places. A specific plan (based on the draft Harbor Master Plan) is being prepared for the Harbor District that will ensure a mix of uses, including residential, and highly defined public frontages and shared civic space for increased accessibility to ocean-front amenities.

6. Arundell – is currently an industrial center with a mix of small-scale industrial uses, business park development, and limited retail services. The McGrath Property – is a 76-acre site of undeveloped land that could provide the catalyst for Ventura's redefinition of 21st Century light industry, manufacturing, research and development, and technological innovation. It is centrally located in the Arundell area, which is ripe for redevelopment into a new form of community plan and building that incorporates large-scale employment, workforce housing and neighborhood commercial in an economically diverse setting.

7. North Bank – a combination of automobile retail, regulated by the Auto Center Specific Plan, and industrial/business park uses. Auto Center – efforts over the short tem will focus on making the area a regional retail destination. The City will strengthen its partnership with Auto Center dealers to realize beautification projects and facilitate land use entitlements for additional dealerships, as well as nurture creative partnerships to discover potential for unique attractions of regional interest.

8. Montalvo – an area of industrial and heavier commercial uses, and currently home to the Metrolink Station. Because of the strategic location of this area between east and west Ventura and it's transportation-rich infrastructure, it needs a strong plan for connectivity and a strategic mix of uses for evolution that is economically sustainable.

9. Saticoy – a mix of homes, older industrial and agricultural operations, and the planned site for the County maintenance yard. The Saticoy Village Specific Plan governs a small portion of this area. A larger effort should ensure Saticoy's seamless connection with adjacent areas, including a greenspace and circulation plan.

Corridors

Corridors, which can be natural or urban, often form boundaries, as well as connections, between neighborhoods and/or districts. Natural corridors can be those such as streams, barrancas, canyons, or green parkways. Urban corridors can be transportation thoroughfares that frequently encompass major access routes, especially ones with commercial destinations, including transit routes and rail lines. The following eight urban corridors are depicted on the General Plan Diagram. Each has the potential to evolve into a vibrant mixed-use City street with a distinct character borrowed from the neighborhoods that share it:

A. Ventura Avenue – a mix of older, small-scale commercial, industrial, and residential uses, with potential to grow even more vibrant by building on existing strengths, including its historic role as a major "working center." Using the warehouse model and diversity of building materials as a cue, "The Avenue" could harness cultural expression and become an eclectic center for the emerging arts and manufacturing crafts.

B. Main Street – currently a commerce-oriented area with a limited amount of mixed use development, this corridor displays the broadest range of architectural types and styles in the city, as well as the widest spectrum of transect characteristics. It has the most potential for increased mixed use and housing with improved streetscape and pedestrian enhancement to slow traffic.

C. Thompson Boulevard – a commercial thoroughfare in need of streetscape improvements and pedestrian amenities, this corridor is much like Main Street in that it boasts tremendous history as a "gateway to Ventura" and epitomizes a beach town character. It is a natural for a major transit or streetcar corridor, where nodes of mixed-use development and pedestrian and bike enhancement could support parallel neighborhoods and increase access to the ocean.

D. Loma Vista Road – a mix of commercial and residential development at varying scales, with a high concentration of medical facilities, this is the ideal place for Ventura to focus on creating a concentration of medical and research-centered business, with a high intensity of workforce housing and services housed in large-scale mixed-use buildings of high-tech character and serviced by increased transit.

E. Telegraph Road – a sub-urban-scale commercial area with some detached homes and multifamily buildings. The City's bus transfer station is located along this corridor, creating the perfect opportunity for a multi-modal connection with an intense node of housing and employment. The streetscape could change character along its length, with a mixture of intensities of development.

F. Victoria Avenue – currently a wide artery with high traffic volumes and shopping centers, Victoria needs effective traffic management

and pedestrian and streetscape improvements with strong attention to additional mobility options. Actions in this General Plan, along with the new Development Code, will call for revitalizing this corridor by redesigning the current array of single-use shopping centers and retail parcels with a mix of building types, uses, and public and private frontages. By eliminating "big box", mega-block, auto-oriented strip development, and the traffic patterns it generates, Victoria Avenue could create tremendous opportunity for healthy economic investment in walkable blocks, connected to better serve surrounding neighborhoods. Creative solutions, including dedicating transit or streetcar lanes, wider sidewalks, and bike lanes could transform Victoria's image into a regional thoroughfare of great and sophisticated diversity. All new commercial development within the Victoria Avenue corridor must follow this approach.

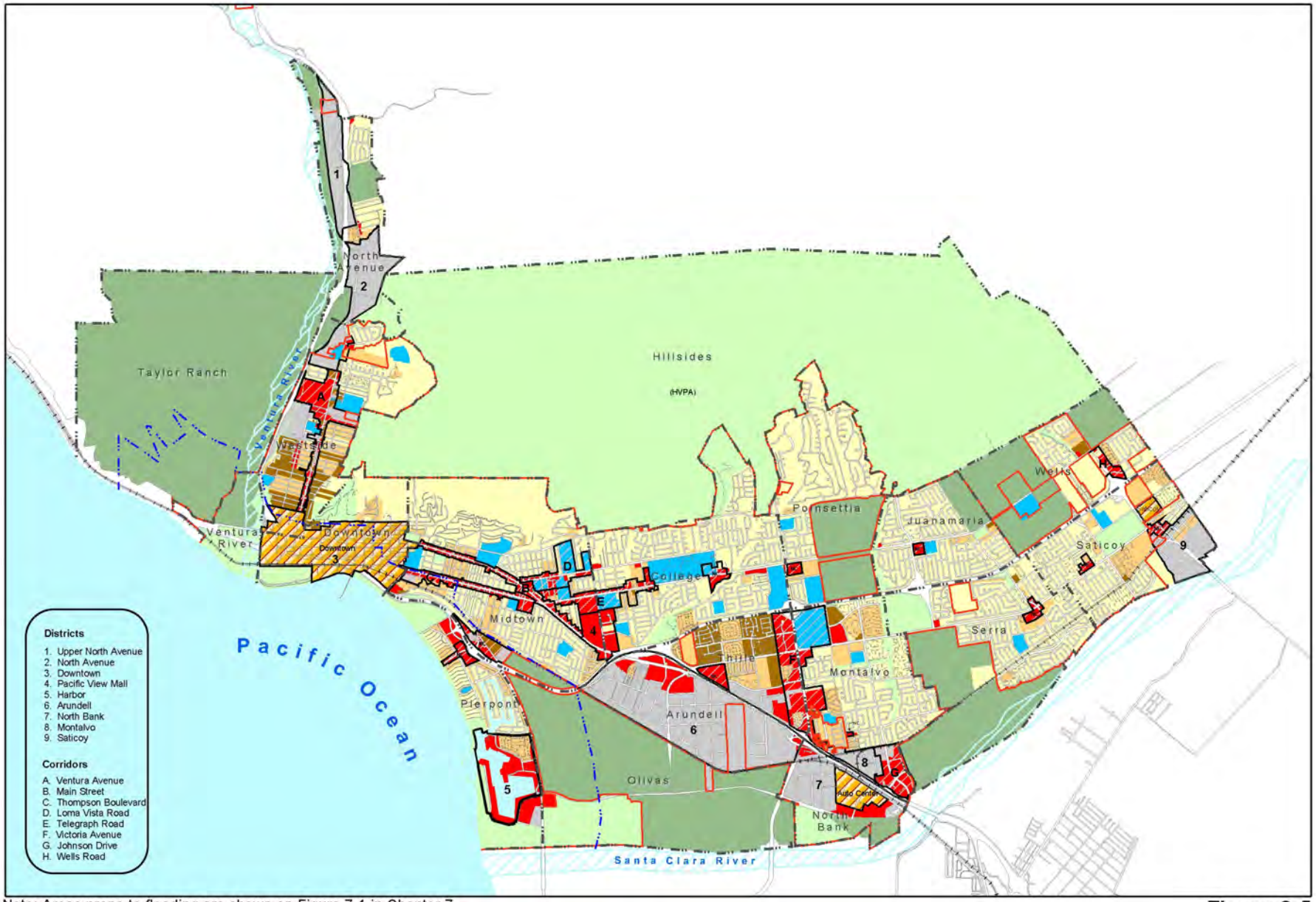
G. Johnson Drive – a connector between eastern Ventura and Highway 101 with sub-urban scale retail. Opportunities exist for high-quality, mixed-uses (such as child-care, restaurants, offices, light industrial, and housing) with ground floor commercial space to strengthen its economic presence and provide a visual gateway.

H. Wells Road – a mix of older industrial uses and newer sub-urban commercial and residential development. Well's Road should be returned to the neighborhoods it serves, so that new development can emulate the country charm that existed prior to its widening. Traffic calming in appropriate locations would encourage neighborhood connectivity, and end the current trend toward walls and buildings that turn their back to the street. This would also encourage redevelopment of the old neighborhood centers.

Neighborhood Centers

Community evolves from individual conversations and the best places to grow community are in individual neighborhoods. Every neighborhood should have at least one center where people can meet by chance at a local coffee shop, market, bookstore, diner, or even hardware store. *Our Involved Community* needs places to gather to have meaningful conversations and share civic information. Ventura's existing neighborhood centers have the opportunity to become such places. The General Plan Diagram identifies 10 neighborhood centers – where the development of housing alongside commercial uses is specifically encouraged. These centers include:

(1) Pierpont, (2) Seaward/Alessandro, (3) College/Day, (4) Gateway Plaza, (5) Victoria Plaza, (6) Bristol, (7) Kimball/Telegraph, (8) Petit/Telephone, (9) Telephone/Cachuma, and (10) Saticoy.



Note: Areas prone to flooding are shown on Figure 7-1 in Chapter 7.

Figure 3-5

GENERAL PLAN DIAGRAM

Neighborhood
- Low (up to 8 du/ac)
- Medium (9-20 du/ac)
- High (21-54 du/ac)

- Commerce
- Industry
- Public and Institutional
- Agriculture
- Parks and Open Space
- Specific Plan Area
- Corridors, Neighborhood Centers (NC)
- Districts
- City Limits
- Planning Communities
- California Coastal Zone Boundary

Special Topics

Agricultural Lands

During the 20th Century, the value of agricultural land in Ventura became secondary to that for development. However, this pattern is not irreversible, and protecting green land to save the aesthetic beauty of open space, preserve the cultural landscape of the community's heritage, and conserve land for environmental quality are high priorities in Ventura. In fact, the land's historic role for food production may soon be more highly valued once again, as prime agricultural areas continue to disappear to development at an astounding rate.

Ventura is fortunate to retain much of its rural landscape. Agriculture still plays an important role in the economy of the City and County of Ventura. Significant yields are made possible by the presence of high quality soils, adequate water supply, favorable climate, long growing season, and level topography. Mechanisms such as the California Land Conservation Act (more popularly known as the Williamson Act), the Save Our Agricultural Resources (SOAR) initiative (see Appendix B), and greenbelt agreements with neighboring jurisdictions continue to help maintain a balance between urban growth and agricultural preservation. The SOAR initiative that was adopted by the voters in 1995, and that, by its own terms, remains in full legal effect until 2030, refers to specific policies from the 1989 Comprehensive Plan that are still in effect and, as such, have been carried forward into this Plan under Policy 3D and Action 3.20 in addition to being incorporated in this General Plan as set forth in Appendix B.

A primary agricultural concern is the potential conflict with adjacent urban uses over pesticides, dust, odors, noise, and the visual impact of large greenhouses. Other issues of importance to agricultural producers include restrictions on farm-related activities, access to water, and provision of farmworker housing. Paralleling these concerns is a community interest in sustainability, the ability to provide for the needs of future generations. The policies and actions in this chapter intend to sustain viable farm operations in areas designated for agricultural use.

Growth Management

Growth management seeks to preserve public good, improve social equity, and minimize adverse impacts of development while still accommodating new housing and business attraction. The effects of growth management policies on housing prices are complex due to the idiosyncrasies of local real estate markets. Properly designed, growth management programs can plan for all development needs, such as open space, access to public transportation, and walkable neighborhoods.

The City's Residential Growth Management Program (originally established in 1979 to ensure that housing development would not outpace needed infrastructure) has not always contributed to housing affordability or quality design. This General Plan calls for revising the Residential

Subsequent to the adoption of the **SOAR** initiative, there have been two general plan amendments, which redesignated individual agricultural properties through a vote of the electorate as required by SOAR. These remain in full legal effect and have been carried forward into this Plan. These include the new Community Park at Kimball Road and the southeast corner of Montgomery and Bristol (see Appendix E and F).

Growth Management Program with an integrated set of growth management tools. Such tools not only include the adoption of a new form-based Development Code, but also community or specific plans based on availability of infrastructure and resources.

Long Term Potential Expansion Strategy

Indeed, the community has indicated that before the City expands any further, the first priority for achieving planning goals should be in the vacant and underutilized areas of the City. Yet, even the most successful effort to achieve community planning goals through infill may need to be supplemented at some point by expanding into areas outside the city limits. Such expansion may not only be necessary to fulfill development objectives; it also may be needed to provide open space, parklands, and natural areas to be preserved and restored. To address this, citizens discussed during the preparation of this General Plan which areas, if any, should be possible expansion areas. These areas were identified because they embody opportunities for achieving a variety of community vision objectives that may not be feasible within existing city limits. The community further went on to agree upon a set of rules about how these areas should be planned. These areas were analyzed in the environmental impact report prepared for this General Plan, and a "long term potential expansion strategy" will be formulated to guide the process of prioritizing any potential future expansion areas to fulfill General Plan objectives that may not be able to be achieved by our "Infill First" approach. Should any areas be selected for future planning, a specific plan, a public vote (if required pursuant to SOAR), and an amendment with the regulatory planning framework would have to occur.

The policies and actions in this chapter call for measured and appropriate growth in Ventura by prioritizing areas appropriate for additional development based on community values and infrastructure potential.

Policy 3A: Sustain and complement cherished community characteristics.

Action 3.1: Preserve the stock of existing homes by carrying out Housing Element programs.

Action 3.2: Enhance the appearance of districts, corridors, and gateways (including views from highways) through controls on building placement, design elements, and signage.

Action 3.3: Require preservation of public view sheds and solar access.

Action: 3.4 Require all shoreline development (including anti-erosion or other protective structures) to provide public access to and along the coast, unless it would duplicate adequate access existing nearby, adversely affect agriculture, or be inconsistent with public safety, military security, or protection of fragile coastal resources.

Action 3.5: Establish land development incentives to upgrade the appearance of poorly maintained or otherwise unattractive sites, and enforce existing land maintenance regulations.

Action 3.6: Expand and maintain the City's urban forest and thoroughfare landscaping, using native species, in accordance with the City's Park and Development Guidelines and Irrigation and Landscape Guidelines.

Action 3.7: Evaluate whether lot coverage standards should be changed based on neighborhood characteristics.

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

Action 3.8: Adopt new development code provisions that designate neighborhood centers, as depicted on the General Plan Diagram, for a mixture of residences and small-scale, local-serving businesses.

Action 3.9: Adopt new development code provisions that designate areas within districts and corridors for mixed-use development that combines businesses with housing, and focuses on the redesign of single-use shopping centers and retails parcels into walkable, well connected blocks, with a mix of building types, uses, and public and private frontages.

Action 3.10: Allow intensification of commercial areas through conversion of surface parking to building area under a district-wide parking management strategy in the Downtown Specific Plan.

Action 3.11: Expand the downtown redevelopment area to include parcels around future transit areas and along freeway frontage.

Action 3.12: The City will work with the hospitals on the new Development Code treatment for the Loma Vista corridor, which includes both hospitals.

Action 3.13: Assess whether the City's Affordable Housing Programs respond to current needs, and modify them as necessary within State mandated Housing Element updates.

Specific Plan Requirements

Specific Plans must include a statement of its relationship to the General Plan and specify all of the following:

1. distribution, location, and extent of uses
2. distribution, location, extent, and intensity of public and private transportation, sewage, water, drainage, solid waste disposal, energy
3. standards and criteria by which development will proceed and standards for conservation, development, and utilization of natural resources
4. program of implementation measures, including regulations, programs, public works projects, and financing
5. any other subjects that are necessary

(§65450-65452)

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

Action 3.14: Utilize infill, to the extent possible, development to accommodate the targeted number and type of housing units described in the Housing Element.

Action 3.15: Adopt new development code provisions that ensure compliance with Housing Element objectives.

Action 3.16: Renew and modify greenbelt agreements as necessary to direct development to already urbanized areas.

Action 3.17: Continue to support the Guidelines for Orderly Development as a means of implementing the General Plan, and encourage adherence to these Guidelines by all the cities, the County of Ventura, and the Local Agency Formation Commission (LAFCO); and work with other nearby cities and agencies to avoid urban sprawl and preserve the rural character in areas outside the urban edge.

Action 3.18: Complete community or specific plans, subject to funding, for areas such as Westside, Midtown, Downtown, Wells, Saticoy, Pierpont, Harbor, Loma Vista/Medical District, Victoria Corridor, and others as appropriate. These plans will set clear development standards for public and private investments, foster neighborhood partnerships, and be updated as needed.

Action 3.19: Preparation of the new Development Code will take into account existing or proposed community or specific plans to ensure efficient use of City resources and ample citizen input.

Policy 3D: Continue to preserve agricultural and other open space lands within the City's Planning Area.

Action 3.20: Pursuant to SOAR, adopt development code provisions to "preserve agricultural and open space lands as a desirable means of shaping the City's internal and external form and size, and of serving the needs of the residents.

Action 3.21: Adopt performance standards for non-farm activities in agricultural areas that protect and support farm operations, including requiring non-farm uses to provide all appropriate buffers as determined by the Agriculture Commissioner's Office.

Action 3.22: Offer incentives for agricultural production operations to develop systems of raw product and product processing locally.

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

Action 3.23: Develop and adopt a form-based Development Code that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation.

Action 3.24: Revise the Residential Growth Management Program (RGMP) with an integrated set of growth management tools including:

- community or specific plans and development codes based on availability of infrastructure and transit that regulate community form and character by directing new residential development to appropriate locations and in ways that integrate with and enhance existing neighborhoods, districts and corridors;
- appropriate mechanisms to ensure that new residential development produces high-quality designs and a range of housing types across all income levels; and,
- numeric limitations linked to the implementation of community or specific plans and development codes and the availability of appropriate infrastructure and resources; within those limitations, the RGMP should provide greater flexibility for timing new residential development.

Action 3.25: Establish first priority growth areas to include the districts, corridors, and neighborhood centers as identified on the General Plan Diagram; and second priority areas to include vacant undeveloped land when a community plan has been prepared for such (within the City limits).

Action 3.26: Establish and administer a system for the gradual growth of the City through identification of areas set aside for long-term preservation, for controlled growth, and for encouraged growth.

Action 3.27: Require the use of techniques such as digital simulation and modeling to assist in project review.

Action 3.28: Revise the planning processes to be more user-friendly to both applicants and neighborhood residents in order to implement City policies more efficiently.

Policies and actions related to the preservation of **historic architecture and resources** are contained in Chapter 9.

2000-2006 HOUSING ELEMENT GOALS AND POLICIES, City Council Adopted Resolution 2004-014. Adopted April 12, 2004

Goal 1

Maintain and improve the quality of existing housing and residential neighborhoods in Ventura.

Policy 1.1 Encourage citizen involvement in addressing the maintenance and improvement of the housing stock and neighborhood quality.

Policy 1.2 Continue to preserve and maintain the City's historical and architecturally significant buildings and neighborhoods.

Policy 1.3 Encourage homeowners and landlords to maintain properties in sound condition through the City's residential rehabilitation assistance programs and code enforcement efforts.

Policy 1.4 Cooperate with housing providers in the acquisition, rehabilitation, and maintenance of older residential properties as long-term affordable housing.

Policy 1.5 Permit the conversion of apartments to condominiums only when such conversion would not adversely affect the overall supply and availability of rental units, particularly units occupied by lower- and moderate-income households.

Policy 1.6 Continue to support the provision of rental assistance to lower-income households, and encourage property owners to list units with the Housing Authority.

Policy 1.7 Continue to preserve the affordability of mobile homes through the Rent Stabilization Ordinance. Support the acquisition and ownership of mobile home parks by non-profit housing providers and resident organizations.

Policy 1.8 Preserve the existing stock of affordable housing, including mobilehomes, through City regulations, as well as financial and other forms of assistance.

Goal 2

Facilitate the provision of a range of housing types to meet the diverse needs of the community.

Policy 2.1 Provide high quality housing for current and future residents with a diverse range of income levels.

Promote housing that is developed under modern sustainable community standards.

Policy 2.2 Provide expanded housing opportunities for the City's workforce. Promote the City's affordable housing programs with employers in Ventura.

Policy 2.3 Continue to offer and promote homeownership assistance programs to lower- and moderate-income households to purchase both new and existing housing. Pursue participation in other homeownership programs available in the private market.

Policy 2.4 Continue to provide financial and regulatory incentives to non-profits, private housing developers, and public agencies for the construction of the types of housing required to meet identified needs.

Policy 2.5 Support the provision of quality rental housing with three or more bedrooms to accommodate large families, and encourage room additions in the existing housing stock to address household overcrowding.

Policy 2.6 Support a variety of housing types to address the needs of agricultural workers, including affordable rentals, mobilehome parks, single room occupancy hotels (SROs), and group housing for migrant laborers.

Policy 2.7 Facilitate the provision of housing to address Ventura's growing senior population, including senior housing with supportive services, assisted living facilities, and second units.

Policy 2.8 Encourage the provision of housing adaptable to the physically disabled through integration of universal design features in new development, and compliance with Title 24 of the California Health and Safety Code.

Policy 2.9 Encourage the provision of supportive housing for persons with mental illness to address the severe shortage of housing for this special needs population.

Policy 2.10 Support efforts by non-profits to expand transitional and emergency housing in Ventura, including support of grant applications and assistance in identification of suitable sites.

Policy 2.11 Evaluate adoption of an inclusionary housing ordinance as a means of integrating affordable units within new residential development: 1) Require affordable units to be provided on or off-site, with allowance for payment of an in-lieu fee at the discretion of the City; 2) Evaluate the financial impact of inclusionary requirements on development, and assess incentive-based alternative strategies for provision of affordable housing.

Policy 2.12 Facilitate the provision of second units as a means of providing affordable rental housing in existing neighborhoods. Ensure compatibility with the primary unit and surrounding neighborhood.

Policy 2.13 Encourage the production of housing that meets the needs of all economic segments, including lower, moderate, and above moderate-income households, to achieve a balanced community.

Policy 2.14 Promote and facilitate non-traditional housing types and options, including co-housing, assisted living facilities, live-work spaces, and artist lofts.

Policy 2.15 Direct City-controlled housing funds towards programs that address the needs of very low- and low-income households.

Policy 2.16 Prioritize affordable housing opportunities and assistance for public service employees.

Policy 2.17 Annually monitor the City's progress in meeting its housing needs for all income levels.

Goal 3

Provide adequate housing sites through appropriate land use and zoning designations to accommodate the City's share of the regional housing needs.

Policy 3.1 Maintain an up-to-date inventory of vacant and underutilized parcels and provide to interested developers in conjunction with information on available development incentives. Within redevelopment project areas, provide assistance in land assembly in support of affordable housing.

Policy 3.2 Implement smart growth principles by rewarding quality infill projects that utilize existing infrastructure.

Policy 3.3 Encourage efficient utilization of the City's limited land resources by encouraging development at the upper end of the permitted Zoning Code/Comprehensive Plan density.

Policy 3.4 Utilize the Urban Infill Overlay Zone and Downtown Specific Plan as a tool to facilitate higher density residential and mixed-use development.

Policy 3.5 Explore residential reuse opportunities on obsolete commercial properties, such as older motels and underutilized historic structures.

Policy 3.6 Pursue use of publicly owned land, such as public parking lots, for development of affordable housing.

Policy 3.7 Identify opportunities for housing development that achieves other community goals such as neighborhood improvement, recreation opportunities, and the preservation of sensitive lands and neighborhood character.

Policy 3.8 Facilitate the development of mixed-use projects in appropriate commercial areas, including stand-alone residential developments (horizontal mixed-use) and housing above ground floor commercial uses (vertical mixed-use).

Policy 3.9 Promote higher density housing as part of mixed-use developments along parts of Thompson Boulevard and Main Street in Midtown Ventura, as well as other areas such as Westside, Downtown and East Ventura.

Policy 3.10 Promote mixed-use developments on the Westside of Ventura.

Policy 3.11 Ensure that the updated Land Use Element designates adequate sites for housing for executives to enhance the City's ability to attract businesses with higher paying jobs.

Goal 4

Mitigate or remove any potential governmental constraints to housing production and affordability.

Policy 4.1 Provide regulatory and/or financial incentives, where appropriate, to offset or reduce the costs of affordable housing development, including density bonuses and flexibility in site development standards.

Policy 4.2 Utilize the Affordable Housing Program to provide incentives for production of affordable units, including streamlined permit processing, reduced fees and exemption from the required competition for RGMP allocations.

Policy 4.3 Amend the City's Residential Growth Management Plan (RGMP) to better facilitate housing production, while discouraging sprawl and maintaining quality of life goals.

Policy 4.4 Undertake a comprehensive review of the City's residential development project review procedures and establish modified procedures as appropriate to streamline processing times, while maintaining adequate levels of public review.

Policy 4.5 Provide flexibility in development standards to accommodate new models and approaches to providing affordable housing, such as co-housing, live/work units and assisted living facilities.

Goal 5

Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 5.1 Continue to enforce fair housing laws prohibiting arbitrary discrimination in the building, financing, selling or renting of housing on the basis of race, religion, family status, national origin, physical or mental disability, or other such factors.

Policy 5.2 Continue to support organizations that offer fair housing and mediation services to Ventura residents.

Policy 5.3 Promote housing that meets the special needs of large families, elderly persons, agricultural workers, and the disabled.

Policy 5.4 Continue to enforce notification and provide relocation assistance for lower-income persons displaced due to demolition, reuse, condominium conversion, or rehabilitation as a result of code enforcement.

ventura's general plan

OUR ACCESSIBLE COMMUNITY

"Restore human legs as a means of travel. Pedestrians rely on food for fuel and need no special parking facilities."

— Lewis Mumford
Author of *The City in History*, 1961

CITY OF
VENTURA

4. OUR ACCESSIBLE COMMUNITY

Our goal is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian and transit opportunities in the City and surrounding region.

An Integrated Mobility System

Central to the well-being of Ventura's citizens and visitors is *mobility*, the ability to get from one place to another. Mobility depends on the range, efficiency, and connectivity of the various components that comprise the transportation network – sidewalks, bicycle routes, and thoroughfares, as well as transit services – and that enable people to access the things they need, from the most basic to the extraordinary (See Figures 4-1 Bicycle Facilities, 4-2 Bus and Rail Routes, and 4-3 Roadway Classification Plan). Ventura is a community that recognizes that thoroughfares serve a variety of functions and are not simply conduits for automobile traffic.

Balancing automobile use with other means of travel is essential to maintaining social and physical health. Safe and enjoyable routes for pedestrians and bicyclists should connect every part of the city, and neighborhoods need to be linked by ample and convenient transit service along corridors. Ventura also must be connected to the larger region by a variety of transportation modes.

Thoroughfares have a tremendous effect on neighborhood character and therefore quality of life for both residents and visitors.

Thoroughfares are essentially the stage of public life where a diversity of citizens interact. They can create places of remembrance, chance encounters, and discovery. Ensuring that Ventura thoroughfares are *great places* requires improving design and quality as well as connectivity. In some cases, city thoroughfares are over-engineered to accommodate the worst-case scenario.

Slowing down automobiles, especially in residential neighborhoods, is a desire shared by many residents. Vehicle travel should be directed toward routes that minimize congestion, avoid conflicts with walkers and bicyclists, and keep residential neighborhoods free of excessive cut-through traffic. Additionally, in some areas of the city, suburban patterns have resulted in less connectivity than is desired by the community. Transportation modes and land uses in the city need to be distributed so that residents have close and easy access to meet their basic needs and travel destinations.

Traffic congestion is a major concern among Ventura residents. Although traffic on local roads is generally free-flowing, a few key intersections and road segments experience congestion during peak traffic hours. Simply widening roads to add lanes will not solve traffic congestion. Instead, the system needs integrated solutions that improve mobility for all

The essential qualities of a properly functioning mobility system are:

1. Well connected, interesting components
2. Convenient accessibility
3. Integrated linkage of all modes
4. Comfort and safety
5. Design reflecting natural and urban context

means of travel. While walking, biking, and transit use are already popular, these alternative modes need to be enhanced and better linked. For example, bus and rail systems serve Ventura, but not thoroughly enough to provide a reasonable alternative to auto use for most travelers. And while pedestrian access exists in most areas of Ventura, the network lacks continuous routes in some key locations.

As expressed in the *Ventura Vision,* a top community priority is to minimize automobile use through a fully integrated multi-modal transportation system. The policies and actions in this chapter aim to achieve this objective.

Travel Modes

Walking

Sidewalks are arguably the most important component of the city's mobility system. As with circulation in general, the utility of pedestrian systems is inextricably linked to land use patterns. Combined with urban design elements, land use patterns influence how much walking can safely and effectively occur in the community. Circulation systems that are designed with pedestrians in mind tend to increase outdoor activity and community interaction, while those oriented toward motor vehicles tend to create disincentives to walking.

Ventura's pedestrian system consists of sidewalks, access ramps, crosswalks, linear park paths, and overpasses and tunnels. Special corridors such as the Beachfront Promenade, California Plaza, and Figueroa Plaza have been designated especially for pedestrians. The pedestrian system also includes neighborhood and park path systems, and dedicated trail facilities that are shared with bicyclists and other users.

Pedestrian paths need to be interesting, enjoyable, and lead to a destination, from the most simple – such as a pocket park – to more grand points of arrival, such as major civic spaces. Creating a network of paths that connect key features such as parks, schools, civic facilities, shops, and services is vital to the success of reducing dependence on the automobile. Those most in need of pedestrian access include children, teenagers, and the elderly, as well as those who cannot afford a car or choose not to drive.

The main deficiency of Ventura's pedestrian system is its discontinuity. Some sections of thoroughfares lack sidewalks, and pedestrian connections between some key use areas are in need of repair. Crosswalks are prohibited along some corridors, and pedestrian signal phases are not always long enough for all walkers. Traffic-calming measures also are needed to improve walkability in many neighborhoods. Citizens have placed a high emphasis on improving the pedestrian network, recommending specific improvements such as:

- narrowing selected thoroughfare segments,
- improving sidewalks and road crossings,
- lengthening pedestrian signal phases,
- adding marked crossings at key intersections,
- developing safe and attractive walkways from Downtown and Midtown to the beach,
- ensuring that new development provides ample pedestrian access,
- creating trails along watercourses and through the hillsides, and
- improving pedestrian facilities near schools.

Figure 4-1 illustrates the three State defined classes of bikeway facilities:

- Bike Path (Class I) – Class I bike paths are separated from roads by distance or barriers, and cross-traffic by motor vehicles is minimized.
- Bike Lane (Class II) – Class II bikeways are roadway lanes reserved for bicycles. These lanes are painted with pavement lines and markings and are signed.
- Bike Route (Class III) – Class III bike routes share existing roads and provide continuity to other bikeways or designated preferred routes through high traffic areas. There are no separate lanes, and bike routes are established by placing signs that direct cyclists and warn drivers of the presence of bicyclists.

Policies and actions in this chapter intend to improve pedestrian access through this range of methods.

Biking

Because bicycles are an integral component of the city's mobility system, they are allowed on *all* city thoroughfares. The City has adopted a General Bikeway Plan intended to create a safe, accessible, and interconnected network of bike paths, lanes, and routes that will ensure Ventura becomes and remains a truly bicycle-friendly community. The General Bikeway Plan is a flexible, comprehensive, and long-range guide for bicycle transportation and recreation planning, design, and budget decision-making. Accordingly, it is designed to:

- refine and implement City bicycle-related policies,
- establish bikeway design standards,
- enhance bicycle safety and education programs,
- set priorities and phasing for improvements and amenities depicted on the Select System of Bikeways map, and
- identify funding means and opportunities for interagency cooperation.

The City places high emphasis on improving the local bicycle network by following the recommendations of the General Bikeway Plan, which include:

- connecting schools, parks, activity areas, housing areas, and employment centers with bike paths and lanes, particularly in areas without thoroughfares,
- constructing additional Class I or Class II bikeways in a number of locations, including along the Santa Clara River and the coast to connect to the Ventura River Trail,
- installing bicycle racks,
- updating bicycle facility standards to ensure proper design and maintenance,
- constructing improvements to resolve bicycle/automobile conflicts,
- establishing a highly visible route identification and signage program that fits the character of the community, and
- mitigating impacts on bicyclists from new development and during and following construction of roadway projects.

Policies and actions in this chapter seek to improve bicycle access and safety by carrying out these recommendations.

Public Transit – Bus & Rail

Transit service in Ventura includes bus and rail operations (see Figure 4-2). South Coast Area Transit (SCAT) provides local bus service, Ventura Intercity Transit Authority (VISTA) runs regional routes, and Greyhound offers statewide and national connections. Metrolink provides rail service to and from Los Angeles – although on a very limited schedule, while Amtrak trains that stop in Ventura run between San Luis Obispo and San Diego.

Although local bus routes connect most activity centers, the East End is not well served, and more frequent service is needed to key destinations such as the beach and downtown. Metrolink and Amtrak need to be linked to each other and accessed by local bus routes. An agreement between the City and the Ventura County Transportation Commission calls for identifying a permanent Metrolink site, and the best way to integrate all of these services is with a major multi-modal transit center that also accommodates potential additional future alternative transportation modes.

SCAT buses are equipped with wheelchair lifts and adjustable steps to ensure access for all riders. SCAT also offers discounted fares for seniors and disabled riders, as well as dial-a-ride service. However, seniors and mobility-impaired persons also desire frequent fixed-route service in smaller vehicles, and all riders need upgraded amenities at a number of stops. Bus routes also need increased frequency and stops to make transit a viable alternative to driving.

Other transit system needs include:

- reduced-emission vehicles,
- continued use of schedule synchronization to accommodate route transfers, and
- service to regional destinations such as California State University Channel Islands and airports.

Policies and actions in this Chapter aim to improve transit efficiency, encourage ridesharing, and preserve long-term transit options.

The Automobile and Types of Roadways

The most basic component of the mobility system is the *thoroughfare*, used not only by people who drive, but also by people who ride the bus, bike and walk. Thoroughfares encompass sidewalks, bicycle lanes, travel lanes, and are the most utilized means of travel in Ventura. This system is organized into the following classifications: local thoroughfares, collectors, and arterials (see Figure 4-3, Roadway Classification Plan – also known as "Circulation Plan").

Local Thoroughfares

Local thoroughfares provide mobility within neighborhoods and are generally not shown on the Roadway Classification Plan. Local thoroughfares include *alleys, lanes,* and *"yield" streets*.

Collectors

Collectors serve as links between local thoroughfares. Collectors may front residential and neighborhood-serving commercial uses. Collectors can be configured as *boulevards, avenues, streets,* and *main streets*.

Arterials

Arterials are the primary mechanism for cross-town travel and serve the major centers of activity. These roads typically carry a high proportion of the total urban area travel. Arterials can be configured as *boulevards, avenues,* and *streets*.

Collector and arterial thoroughfare segments in the City are characterized in two ways that describe their physical features: *design* classification and *functional* classification. Design Classification defines the number of travel *lanes* using the following categories: Primary Arterial (6 lanes or more), Secondary Arterial (4 lanes), and Collector (2 lanes), as shown on the Roadway Classification Plan, Figure 4-3. Functional Classification describes how a thoroughfare is used: essentially as a *boulevard*, *avenue*, *street*, or *main street*.

Functional Classification also identifies whether roadways have medians, parking, bike lanes, and other streetscape attributes needed to achieve objectives other than just moving traffic, such as accommodating pedestrians, bicycles, and adjoining land uses and public spaces. Table 4-1 shows the design and functional classifications for thoroughfares in the City.

Ventura is mainly connected by 2-lane and 4-lane thoroughfares. The classification for each type of road segment represents a balance between vehicle capacity, pedestrian and bicycle access, parking requirements, streetscape character, and right-of-way limitations.

Boulevard
A multi-lane and generally urban corridor with a central, planted median.

Avenue
Avenues are typically multi-lane, short distance connectors, with a painted median, used in both residential and commercial areas, and often terminate at prominent buildings or plazas.

Table 4-1 Thoroughfare Sizes and Types

	Street Sizes (Engineering Design Classification)		
	Primary Arterial (6 or more lane roadway)	Secondary Arterial (4 lane roadway)	Collector (2 lane roadway)
Existing			
Future Widening			
Future Extension			
	Thoroughfare Types (Functional Classification)		
	Boulevard	Boulevard	Boulevard
	Avenue	Avenue	Avenue
		Street	Street
			Main Street

Source: Definitions for Design Classifications are the City's modifications to the American Association of State Highway and Transportation Officials (AASHTO) standards. Definitions for Functional Classifications are the City's modifications to the Traditional Neighborhood Development Street Design Guidelines.

Street
Street typically allows two way travel and may be multi-lane and does not have a central median and generally provides access to predominantly residential areas.

Main Street

Main streets have 2 vehicle lanes. Their main purpose is to provide low-speed access to commercial, mixed-uses, and higher density neighborhoods.

Consistency between the design and functional classifications is determined based on the number of through lanes. Temporary improvements, such as restriping to change the number of lanes are allowed, however a permanent improvement that moves the curbs and changes the number of lanes would require an amendment to this plan.

The *Ventura Vision* offers several key recommendations to improve the city thoroughfare system:

- add or enhance north-south arterials;
- consider an additional Santa Clara River bridge, Portola Avenue overcrossing of U.S. 101, and Johnson Drive overcrossing of Route 126; and
- soften the barrier impact of U.S. 101 by working with Caltrans to improve signage, aesthetics, undercrossings, and overcrossings.

Policies, actions, and the Roadway Classification Plan work together to address these recommendations. To improve the safety and functioning of the thoroughfare network and to maintain its compatibility with the character of the community, the policies and actions in this chapter also call for upgrading problem thoroughfares and intersections, improving and constructing freeway ramps, and connecting unfinished roadways. Additional actions intend to protect views from scenic routes, including State-designated scenic highways.

Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.

Action 4.1: Direct city transportation investment to efforts that improve user safety and keep the circulation system structurally sound and adequately maintained. First priority for capital funding will go to our pavement management program to return Ventura streets to excellent condition.

Action 4.2: Develop a prioritized list of projects needed to improve safety for all travel modes and provide needed connections and multiple route options.

Action 4.3: Provide transportation services that meet the special mobility needs of the community including youth, elderly, and disabled persons.

Action 4.4: Combine education with enforcement to instill safe and courteous use of the shared public roadway.

Action 4.5: Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible.

Action 4.6: Require new development to be designed with interconnected transportation modes and routes to complete a grid network.

Action 4.7: Update the traffic mitigation fee program to fund necessary citywide circulation system and mobility improvements needed in conjunction with new development.

Action 4.8: Implement the City's Neighborhood Traffic Management Program and update as necessary to improve livability in residential areas.

Action 4.9: Identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods.

Action 4.10: Modify traffic signal timing to ensure safety and minimize delay for all users.

Action 4.11: Refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates.

Action 4.12: Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.

Action 4.13: Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof.

Policy 4B: Help reduce dependence on the automobile.

Action 4.14: Provide development incentives to encourage projects that reduce automobile trips.

Action 4.15: Encourage the placement of facilities that house or serve elderly, disabled, or socioeconomically disadvantaged persons in areas with existing public transportation services and pedestrian and bicycle amenities.

Action 4.16: Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.

Action 4.17: Prepare and periodically update a Mobility Plan that integrates a variety of travel alternatives to minimize reliance on any single mode.

Action 4.18: Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.

Action 4.19: Adopt new development code provisions that establish vehicle trip reduction requirements for all development.

Action 4.20: Develop a transportation demand management program to shift travel behavior toward alternative modes and services.

Action 4.21: Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.

Action 4.22: Update the General Bikeway Plan as needed to encourage bicycle use as a viable transportation alternative to the automobile and include the bikeway plan as part of a new Mobility Plan.

Action 4.23: Upgrade and add bicycle lanes when conducting roadway maintenance as feasible.

Action 4.24: Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons.

Action 4:25: Adopt new development code provisions that require the construction of sidewalks in all future projects.

Action 4.26: Establish a parking management program to protect the livability of residential neighborhoods, as needed.

Action 4.27: Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods. Require new developments in the North Avenue area, where applicable, to extend Norway Drive and Floral Drive to connect to Canada Larga Road; and connect the existing segments of Floral Drive. Designate

the extension of Cedar Street between Warner Street and south of Franklin Lane and the linking of the Cameron Street segments in the Westside community as high priority projects.

Policy 4C: Increase transit efficiency and options.

Action 4.28: Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership.

Action 4.29: Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike.

Action 4.30: Work with public transit agencies to provide information to riders at transit stops, libraries, lodging, and event facilities.

Action 4.31: Work with public and private transit providers to enhance public transit service.

Action 4.32: Coordinate with public transit systems for the provision of additional routes as demand and funding allow.

Action 4.33: Work with Amtrak, Metrolink, and Union Pacific to maximize efficiency of passenger and freight rail service to the City and to integrate and coordinate passenger rail service with other transportation modes.

Action 4.34: Lobby for additional transportation funding and changes to Federal, State, and regional transportation policy that support local decision-making.

Action 4.35: The City shall pursue funding and site location for a multi-modal transit facility in coordination with VCTC, SCAT, U.P.R.R., Metrolink, Greyhound Bus Lines, and other forms of transportation.

Policy 4D: Protect views along scenic routes.

Action 4.36: Require development along the following roadways – including noise mitigation, landscaping, and advertising – to respect and preserve views of the community and its natural context.

- State Route 33
- U.S. HWY 101
- Anchors Way
- Brakey Road
- Fairgrounds Loop
- Ferro Drive
- Figueroa Street
- Harbor Boulevard
- Main Street
- Navigator Drive
- North Bank Drive
- Poli Street/Foothill Road
- Olivas Park Drive
- Schooner Drive
- Spinnaker Drive
- Summit Drive

- Telegraph Road – east of Victoria Avenue
- Victoria Avenue – south of U.S. 101
- Wells Road

Action 4.37: Request that State Route 126 and 33, and U.S. HWY 101 be designated as State Scenic Highways.

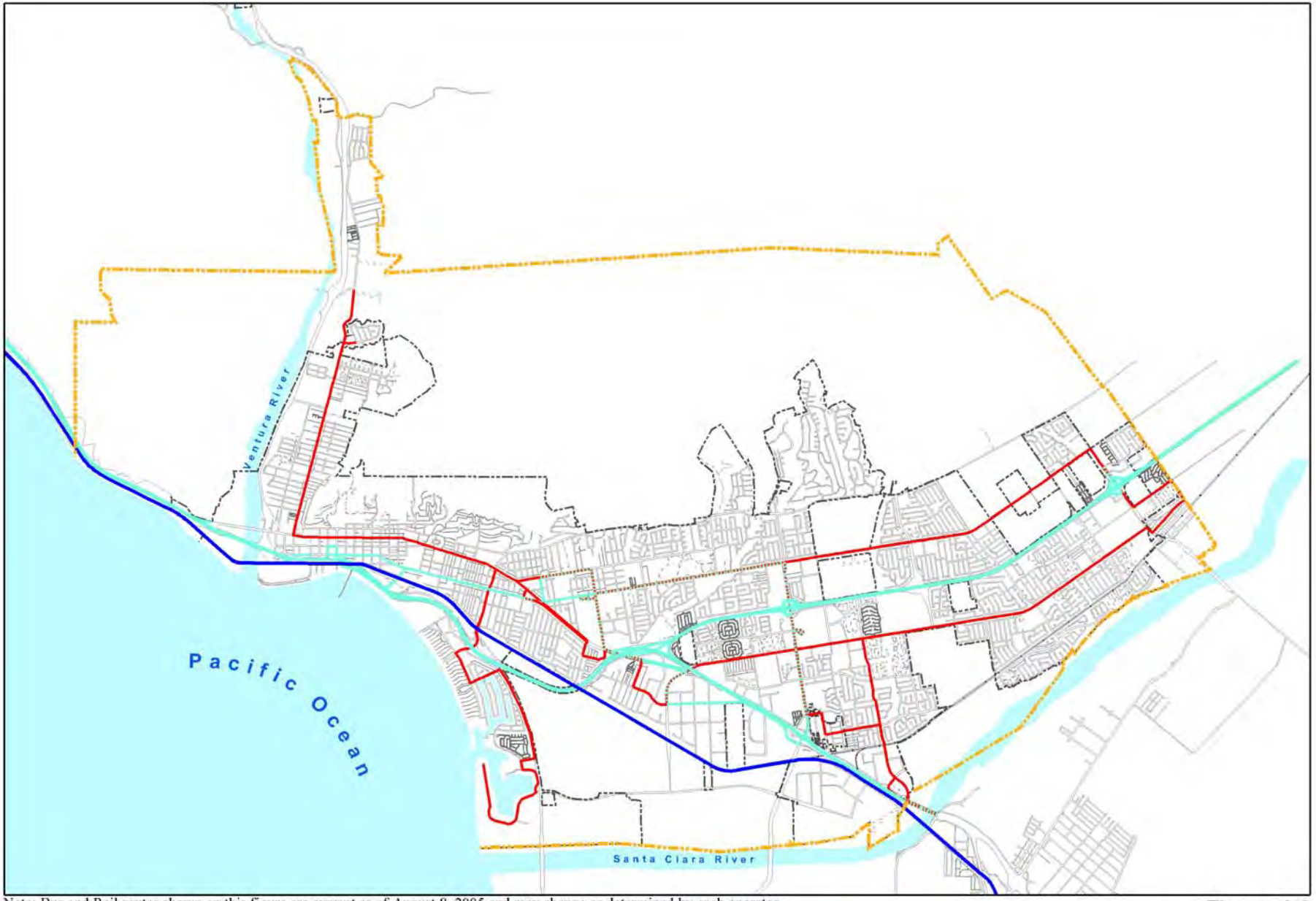
Action 4.38: Continue to work with Caltrans to soften the barrier impact of U.S. HWY 101 by improving signage, aesthetics and undercrossings and overcrossings. 

Action 4.39: Maintain street trees along scenic thoroughfares, and replace unhealthy or missing trees along arterials and collectors throughout the City. 

Note: Bike facilities shown on this figure are taken from the 1999 General Bikeway Plan and may change as updates to the General Bikeway Plan are completed.

Figure 4-1
Bicycle Facilities

	Class 1	Class 2	Class 3	Shoulder	Other
Existing	———	———	———	———	---- City Limits
Future	• • • • •	• • • • •	• • • • •		- - - Planning Boundary
Existing Sidewalk			———		

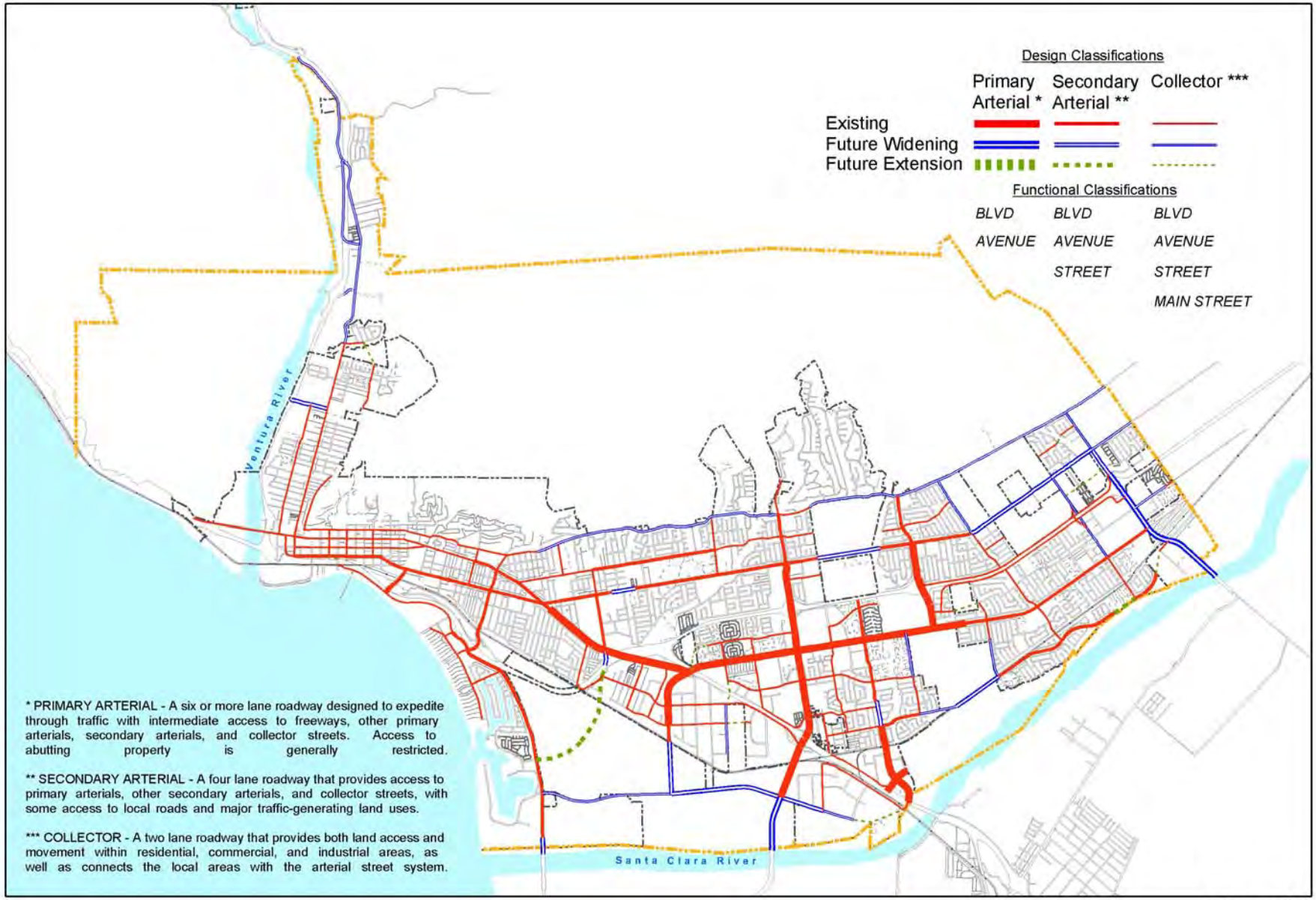


Note: Bus and Rail routes shown on this figure are current as of August 8, 2005 and may change as determined by each operator.

Figure 4-2
Bus and Rail Routes

Routes
- SCAT
- VISTA
- SCAT & VISTA
- RAIL

Other
- City Limits
- Planning Boundary



City Limits

Planning Boundary

Note: Future extensions shown are conceptual in nature, unless a specific alignment has been approved by the City Council.

Figure 4-3
Roadway Classification Plan

ventura's general plan

OUR SUSTAINABLE INFRASTRUCTURE

"Now, I truly believe, that we in this generation, must come to terms with nature, and I think we're challenged as mankind has never been challenged before to prove our maturity and our mastery, not of nature, but of ourselves."

— Rachel Carson
Biologist, Writer; Ecologist 1907-1964

CITY OF
VENTURA

5. OUR SUSTAINABLE INFRASTRUCTURE

Our goal is to safeguard public health, well-being and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems.

Essential Support Systems

Infrastructure is an extremely important though largely unnoticed foundation of quality of life in Ventura. Efficient water supply, wastewater treatment, and drainage systems are vital to most daily activities. These facilities on which the community depends need regular maintenance, and they frequently require upgrading both to meet the demands of a growing population and to be sensitive to environmental resources.

To ensure that citizens get high-quality drinking water, the City owns and operates a State-certified laboratory where water quality is tested continuously. Each City treatment plant is also run by State-certified operators who monitor water quality. As a result, City water exceeds State and federal water quality requirements.

The City employs conservation measures and emerging technology in its effort to achieve a high standard for wastewater treatment while protecting natural systems. As a result, treatment capability historically has outpaced community needs, with even peak flows typically reaching only 75 percent of plant capacity. Even so, further expanding the use of reclaimed water and reducing water consumption will be vital to maintaining long-term water supplies.

Much of the storm drain system is aging and in need of repair or replacement, especially corrugated metal pipes in some of the older areas of Ventura. Collecting adequate fees that truly reflect the cost of serving development can help support City efforts to preclude additional deficiencies, and relying on and complementing natural drainage features can both help avoid the need for expensive and environmentally damaging channelization and improve the functioning of the overall drainage system.

Water Supply

The City provides drinking water, and water for fire protection, to households and businesses in Ventura through a complex system with more than 500 miles of distribution mains, 3 water treatment plants, 22 booster pump stations, 25 treated water reservoirs, and 13 wells. Five distinct sources provide surface and ground water to the City supply system:

- Casitas Municipal Water District
- Ventura River surface water intake, subsurface water and wells (Foster Park)
- Mound groundwater basin
- Oxnard Plain groundwater basin (Fox Canyon Aquifer)
- Santa Paula groundwater basin

The City also holds a State Water Project entitlement of 10,000 acre-feet per year;

however, new facilities would need to be constructed to transport this water to the City. The City updates its Urban Water Management Plan every two years (instead of every five years as required by State law) as part of its ongoing effort to ensure that City-managed water supplies will continue to accommodate demand in Ventura.

Meeting future water demands requires saving and reusing every drop possible. The City utilizes recycled water from its reclamation facility (a tertiary wastewater treatment plant) near the Harbor to augment the municipal water supply. Recycled water is used to irrigate City and private landscaping in the area and the Buenaventura and Olivas Park municipal golf courses. The remaining effluent is discharged to the Santa Clara River Estuary.

Largely as a result of conservation efforts, water consumption per city resident has generally declined (see Table 5-1). Projections anticipate that the City will continue to be able to meet consumer needs. Policies and actions in this chapter seek to refine demand management practices and conservation programs to further reduce per capita water use so that Ventura can sustain water resources for many more generations.

Table 5-1
Historic and Projected Water Production (Acre Feet)

Year	Estimated Population Served	Per Capita Use[1]	Treated Water Production	Raw Water Production	Total Water Production
Historic					
1980	73,774	0.236	17,381	4,766	22,147
1990	94,856	0.177	16,831	2,317	19,148
1995	99,668	0.165	16,428	1,602	18,030
1996	100,482	0.180	18,038	1,500	19,538
1997	101,096	0.178	18,002	1,829	19,831
1998	101,610	0.165	16,775	1,769	18,544
1999	102,224	0.192	19,658	1,067	20,725
2000	103,238	0.198	20,437	1,129	21,566
2001	104,153	0.173	18,071	889	18,960
2002	105,267	0.180	18,965	968	19,933
2003	106,782	0.183	19,510	846	20,356
Projected					
2005	109,465	0.179	19,594	1,000	20,594
2010	115,774	0.179	20,724	1,000	21,724
2015	122,447	0.179	21,918	1,000	22,918
2020	129,504	0.179	23,181	1,000	24,181

Sources: City of Ventura Urban Water Management Plan, Dec. 2000, City of Ventura 2004 Biennial Water Supply Report, as amended, September 2004.

[1] Per Capita use excludes raw water.

Wastewater Treatment

Ventura residents generate millions of gallons of wastewater each day, which is carried by more than 450 miles of sewer mains and 12 lift stations to the water reclamation facility in the Harbor area near the mouth of the Santa Clara River. While most residents receive sewer service directly from the City, three other sanitary sewer agencies with their own treatment facilities provide service to some citizens in the Montalvo, Saticoy, and North Ventura Avenue areas. As shown in Table 5-2, all local treatment facilities operate well below capacity.

Table 5-2 Treatment Facilities

Treatment Facilities	Treatment Type	Capacity	Average Daily Flow
Ventura Water Reclamation Facility	Tertiary	14 MGD	9.0 MGD (68% capacity)
Montalvo Municipal Improvement District Treatment Plant	Secondary	0.36 MGD	0.242 MGD (67% capacity)
Saticoy Sanitary District Treatment Plant	Secondary[2]	0.25 MGD	0.16 MGD (64% capacity)
Ojai Valley Sanitary District Treatment Plant	Tertiary	3 MGD	2.0 MGD (71% capacity)

[2] Includes nutrient removal prior to percolation.
Source: Individual agencies listed

About two-thirds of the wastewater treated locally is discharged to the Santa Clara River Estuary, as allowed by the Regional Water Quality Control Board. The remaining effluent is either transferred to recycling ponds, where some is delivered as reclaimed water, or it percolates to underground aquifers or evaporates. The policies and actions in this chapter call for improving treatment system efficiency to reclaim and reuse as much water as possible.

Storm Drainage

Storm runoff travels from the hills above Ventura through the City until it is absorbed into the ground or reaches the Ventura River, the Santa Clara River, or the Pacific Ocean. To convey the occasional high flows associated with storms, the Ventura County Flood Control District oversees about 20 natural or concrete lined barrancas that serve as the major drainage courses for local watersheds. The City has about 20 miles of off-street drain system designed to convey runoff from all but the most severe of storms, in which case water also runs off via city streets.

Maintaining the barrancas and other watercourses that are not already lined with concrete as natural flood channels can help reduce peak flows by limiting water velocity. Incorporating natural features into drainage systems rather than hard treatment devices also can improve water quality and reduce maintenance costs. The policies and actions in this chapter seek to prevent increases in future storm water impacts by incorporating natural drainage and flood control features such as wildlife ponds and wetlands – instead of cement retention basins – into the storm drain system where possible. Such less intensive approaches not only cost less, but they also preserve environmental resources and protect water quality.

Policy 5A: Follow an approach that contributes to resource conservation.

Action 5.1: Require low flow fixtures, leak repair, and drought tolerant landscaping (native species if possible), plus emerging water conservation techniques, such as reclamation, as they become available.

Action 5.2: Use natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible.

Action 5.3: Demonstrate low water use techniques at community gardens and city-owned facilities.

Action 5.4: Update the Urban Water Management plan as necessary in compliance with the State 1983 Urban Water Management Planning Act.

Action 5.5: Provide incentives for new residences and businesses to incorporate recycling and waste diversion practices, pursuant to guidelines provided by the Environmental Services Office.

Policy 5B: Improve services in ways that respect and even benefit the environment.

Action 5.6: Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development.

Action 5.7: Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development.

Action 5.8: Locate new development in or close to developed areas with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

Action 5.9: Update development fee and assessment district requirements as appropriate to cover the true costs associated with development.

Action 5.10: Utilize existing waste source reduction requirements, and continue to expand and improve composting and recycling options.

Action 5.11: Increase emergency water supply capacity through cooperative tie-ins with neighboring suppliers.

Action 5.12: Apply new technologies to increase the efficiency of the wastewater treatment system.

Action 5.13: Increase frequency of city street sweeping, and post schedules at key points within each neighborhood.

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

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

Action 5.16: Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels.

Action 5.17: Require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura and Santa Clara Rivers and other watercourses.

Action 5.18: Work with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, and/or develop alternative means of disposal that will provide sufficient capacity for solid waste generated in the City.

"Leave all the afternoon for exercise and recreation, which are as necessary as reading. I will rather say more necessary because health is worth more than learning."

— Thomas Jefferson
3rd President of the United States
1801-1809

CITY OF
VENTURA

OUR ACTIVE COMMUNITY

ventura's general plan

6. OUR ACTIVE COMMUNITY

Our goal is to add to and enhance our parks and open spaces to provide enriching recreation options for the entire community.

Higher Standards

For many people, spending time outdoors and participating in recreational activities represent some of life's most cherished rewards. Ventura's superb public park, open space, and recreation system offers a myriad of ways to partake in these privileges. The city offers 34 developed parks, 45 miles of linear park and trail network, stellar beaches, specialized play and sports facilities and programs, communitywide events, senior and youth activities, and two 18-hole tournament class public golf courses. Figure 6-1 at the end of this chapter shows the locations of various public facilities in the city.

The City is committed to ensuring that its citizens have ample access to high quality spaces for leisure and active recreation. The City's adopted standard of 10 acres per 1,000 residents has created far more park area than would be possible under the basic State level of 3 acres per 1,000, and also tops the more ambitious National Park and Recreation Association benchmarks for specific park types (see Table 6-1). The City continues to create customized facilities like the Community Park (approved by the voters pursuant to SOAR) to expand opportunities for local residents to enjoy healthy, active lifestyles.

Table 6-1 Park Acreage per 1,000 Population

Park Type	Standards	
	City of Ventura	National Park & Recreation Association
Neighborhood	2 acres	1.5 acres
Community	3 acres	2.5 acres
Citywide	5 acres	5 acres
Total	10 acres	9 acres

Sources: City of Ventura, www.nrpa.org.

City Parks and Open Space

The public park and open space system in Ventura includes neighborhood, community, citywide, and linear parks. As shown in Table 6-2, the City oversees nearly 600 acres of developed park facilities, plus the linear park network, which provides important connections among watersheds for both people and wildlife.

As the City continually strives to improve the quality of leisure and recreation opportunities for everyone in the community, it must address a number of challenges such as:

- modernizing existing facilities,
- finding appropriate land for new facilities,
- developing useful and enjoyable public spaces, such as plazas and mini-parks in urban settings,
- formalizing shared use arrangements for non-City facilities like school playfields,
- meeting increasing demand for athletic courts, fields and pools,
- provide opportunities for passive recreation, and
- providing services needed by youth, seniors, and residents with special needs.

Neighborhood Parks
Typically less than 8 acres each, these smaller parks primarily serve specific residential areas in the community. The 18 neighborhood parks in Ventura cover about 73 total acres. Any future development outside the current city limits will have to provide new neighborhood parks to serve the added population.

Community Parks
These parks are designed to offer specialized opportunities and facilities to residents of more than one neighborhood. Amenities in community parks may include formal athletic fields, courts, recreation buildings, preschool and youth play structures, group and individual picnic areas, and landscaped areas for informal activity or leisure.

Citywide Parks
These parks feature recreational opportunities that draw a wide range of age and interest groups from throughout the city. They offer a variety of attractive amenities, such as large open spaces, unique natural resources, interpretive centers, cultural amenities, group picnic areas, sports facilities, and equestrian, bicycling, and hiking trails. The Ventura Community Park also serves some citywide park functions and attracts visitors from outside the city with its high-quality playing fields and aquatic center.

Linear Parks
Ventura's unique linear park network intersperses trails and picnic areas among a mostly undeveloped web of barranca and riverbanks that provide valuable wildlife habitat and migration corridors. The linear parks also merge with a number of neighborhood and community parks, complementing developed recreation areas with natural riparian qualities. Extending trails through the linear park network can create additional opportunities for low-impact contact with nature, and in some cases even provide pleasant non-automobile commuting options.

Table 6-2 City Park Facilities

Park	Park Size (in acres)				
	Neighborhood Parks	Community Parks	Citywide Parks	Special Use Facilities	Total
Albinger Archaeological Museum				0.9	**0.9**
Arroyo Verde Park	2.0	23.0	104.3		**129.3**
Barranca Vista Park	8.7				**8.7**
Blanche Reynolds Park	3.4				**3.4**
Camino Real Park			38.2		**38.2**
Cemetery Memorial Park	7.1				**7.1**
Chumash Park	6.1				**6.1**
Downtown Mini-Park	0.4				**0.4**
Eastwood Park				0.7	**0.7**
Fritz Huntsinger Youth Sports Complex	4.3	14.0			**18.3**
Grant Park			107.3		**107.3**
Harry A. Lyon Park			10.7		**10.7**
Hobert Park	7.1				**7.1**
Juanamaria Park	5.0				**5.0**
Junipero Serra Park	2.7				**2.7**
Linear Park Network				46.0	**46.0**
Marina Park			15.3		**15.3**
Marion Cannon Park	5.0				**5.0**
Mission Park	1.5				**1.5**
Ocean Avenue Park	1.3				**1.3**
Olivas Adobe Historical Park				22.5	**22.5**
Ortega Adobe Historic Residence				0.3	**0.3**
Plaza Park	3.7				**3.7**
Promenade Park	1.0				**1.0**
Seaside Wilderness Park[1, 2]				24.0	**24.0**
Surfers Point at Seaside Park[1]				3.4	**3.4**
Ventura Community Park		100.0			**100.0**
Westpark	1.5	5.8			**7.3**
Total	**60.8**	**142.7**	**275.8**	**97.8**	**577.1**

Sources: City of Ventura, 2004. Note: several parks serve functions in more than one category.
[1] Acreage varies with ocean high levels.
[2] Acreage varies with fluctuations in Ventura River level.

As with most parks in the city, resources for linear park system improvements typically come through conditions placed on adjacent development. City regulations establish standards for park width, landscaping, fencing, lighting, and tree rows that apply specifically along barrancas, freeways, rivers, the shoreline, harbor, hillsides, and utility rights-of-way.

Recreation Programs

The City operates four neighborhood centers where recreation programs and senior services are available: the Ventura Avenue Adult Center, Senior Recreation Center, Barranca Vista Center, and Westpark Community Center. The City also offers a wide range of sports programs, including youth and adult sports programs, classes, aquatics, and corporate games. Other City-sponsored recreational activities include arts and environmental education, community gardening, recreation programs for special needs residents, and after-school activities and summer camps.

A variety of other recreation opportunities are available in Ventura in addition to City programs. Foremost among these are all of the activities possible at State beaches and developed waterfront areas. Other local non-City facilities include the County Fairgrounds and local golf courses. In addition, joint-use agreements allow city residents to use sports fields, pools, and gymnasiums during certain times at public schools and Ventura College.

The policies and actions in this chapter seek to further expand local park and recreation choices by:

- identifying sites for new parks,
- increasing public access to open space, including via linear park trails,
- collaborating with schools and other local agencies and organizations,
- ensuring universal and equal access to parks and recreation facilities, and
- allowing appropriate revenue-generating activities at City parks.

Policy 6A: Expand the park and trail network to link shoreline, hillside, and watershed areas.

Action 6.1: Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs, and require them in new development.

Action 6.2: Require higher density development to provide pocket parks, tot lots, seating plazas, and other aesthetic green spaces.

Action 6.3: Work with the County to plan and develop trails that link the City with surrounding open space and natural areas, and require development projects to include trails when appropriate.

Action 6.4: Request Flood Control District approval of public access along unchannelized watercourses for hiking.

Action 6.5: Seek landowner permission to allow public access on properties adjacent to open space where needed to connect trails.

Action 6.6: Update plans for and complete the linear park system as resources allow.

Action 6.7: Work with the County of Ventura to initiate efforts to create public trails in the hillsides.

Action 6.8: Update and require periodic reviews of the Park and Recreation Workbook as necessary to reflect City objectives and community needs.

Action 6.9: Require dedication of land identified as part of the City's Linear Park System in conjunction with new development.

Action 6.10: Evaluate and incorporate, as feasible, linear park segments in the General Bikeway Plan.

Action 6.11: Update standards for citywide public parks and open space to include an expanded menu of shared park types, and identify locations and potential funding sources for acquiring new facilities in existing neighborhoods.

Action 6.12: Update and carry out the Grant Park Master Plan.

Action 6.13: Foster the partnership between the City and Fair Board to improve Seaside Park.

Policy 6B: Ensure equal access to facilities and programs.

Action 6.14: Improve facilities at City parks to respond to the requirements of special needs groups.

Action 6.15: Adjust and subsidize fees to ensure that all residents have the opportunity to participate in recreation programs.

Action 6.16: Update the project fee schedule as necessary to ensure that development provides its fair share of park and recreation facilities.

Policy 6C: Provide additional gathering spaces and recreation opportunities.

Action 6.17: Update and create new agreements for joint use of school and City recreational and park facilities.

Action 6.18: Offer programs that highlight natural assets, such as surfing, sailing, kayaking, climbing, gardening, and bird watching.

Action 6.19: Provide additional boating and swimming access as feasible.

Action 6.20: Earmark funds for adequate maintenance and rehabilitation of existing skatepark facilities, and identify locations and funding for new development of advanced level skatepark facilities.

Policy 6D: Increase funding and support for park and recreation programs.

Action 6.21: Promote the use of City facilities for special events, such as festivals, tournaments, and races.

Action 6.22: Enter into concession or service agreements where appropriate to supplement City services.

Figure 6-1
Public Faciities

ventura's general plan

OUR HEALTHY & SAFE COMMUNITY

"A city, like a living thing, is a united and continuous whole."

— Plutarch
ca. 50-120 AD, author of *Moralia*

CITY OF
VENTURA

7. OUR HEALTHY AND SAFE COMMUNITY

Our goal is to build effective community partnerships that protect and improve the social well-being and security of all our citizens.

Community Wellness

Keeping the small town feel of Ventura depends on working together as a community to look out for the well being of all residents, especially those most at risk. Community wellness requires comprehensive preventative care, as well as careful preparation for and response to dangers within the built environment and to risks posed by natural processes (see Figure 7-1).

Adequate shelter, sufficient medical services, walkable neighborhoods, and proper nutrition create an essential foundation for a healthy community. Reducing as much as possible the threat to people and property from earthquakes, landslides, floods, and fires further enhance the collective wellness of the city. In addition, a healthy Ventura community requires thorough protection from crime, and freedom from pollution, unwanted noise, and the threat of hazardous materials.

***Alquist-Priolo** designation requires a geologic investigation prior to the approval of a development permit to determine if a specific site within the zone is threatened by surface displacement from future fault movement.*

Geologic and Flood Hazards

Ventura lies in an active geologic region and is therefore subject to a variety of seismic hazards, including ground shaking, liquefaction, and slope failure. State law requires the City to regulate development in mapped seismic hazard zones. Major faults in the city include the Ventura-Foothill (a State-designated Alquist-Priolo Earthquake Fault Zone), Oak Ridge, McGrath, Red Mountain and Country Club Faults. Areas closest to these faults are most likely to experience ground shaking or rupture in the event of an earthquake. Liquefaction during an earthquake is most likely to occur in areas with loose, granular soils where the water table lies within 50 feet of the surface. As the soil liquefies, buildings and other objects may tilt or sink.

Hillside stability varies based on slope, soil, rock type and groundwater depth. The hills north of Poli Street/Foothill Road have experienced many historic landslides and are prone to future movement. The City Hillside Management Program limits development in the area to minimize dangers from landsliding, erosion, flooding, and fire, and to retain natural and scenic character.

The Federal Emergency Management Agency regulates development along watercourses based on the likelihood of flooding: the basic benchmark – the 100-year flood – has a one percent chance of occurring in any given year. Although the mapped 100-year flood hazard areas for local rivers and barrancas are fairly limited in size, the largest recorded flood events along the Ventura and Santa Clara Rivers, both following heavy rains in 1969, exceeded the 100-year flood zone. The policies and actions in this Chapter intend to limit harm from geologic and flood events by requiring detailed risk analyses and mitigation prior to development of sites in hazard prone areas.

Fire and Emergency Response

The Ventura Fire Department responds to fire, medical, and disaster calls from six stations in the city. The Department's goal is to reach the scene within 4 minutes 90% of the time. The Department has a reciprocal agreement with the County Fire Protection District to ensure that Ventura residents receive the swiftest service possible. The Department also has a responsibility to provide disaster preparedness for the City. Particular fire department concerns in the City include:

- the need for reliable and sustainable source of fire service revenue,
- lengthy response times to areas farthest from existing stations (See Figure 7-2),
- firefighter and support staffing levels that are far below the .98 firefighter per 1,000 population averages of other municipal fire departments with comparable city size, age, and population,
- the threat of wildland fire entering urban area, and
- the lack of fire protection systems in older structures.

The policies and actions in this Chapter aim to optimize firefighting and emergency response capabilities through oversight of new development, improved facilities, and added staff.

Police Protection

Ventura Police response to crimes in progress or alarm soundings averages less than six minutes, and less than sixteen minutes for most other calls. While the local crime rate is slightly higher than State average, the Department hopes to better engage the community in policing efforts to lower crime levels. As part of a Strategic Planning Process, the Department has established the following goals:

- reduce crime and the fear of crime
- improve the quality of life in neighborhoods
- enhance community and police partnerships
- develop personnel
- continued accountability

One-time grant funding has helped add officers dedicated to community crime prevention, gang control, and youth mentoring programs. As these grants end the City must face the challenge of funding these services. Actions in this Chapter seek to improve the full range of police services to maximize community safety by increasing staffing, outreach efforts, and public access to police services.

Noise

Noise is generally defined as unwanted sound. Its effects can range from annoyance to nuisances to health problems. State law requires the City to identify and address noise sources and establish projected noise levels for roadways, railroads, industrial uses, and other significant generators. The Noise Contours map (Figure 7-3) is used to help guide land use in a way that minimizes exposure of residents to excessive noise.

Vehicle traffic is by far the greatest source of noise affecting Ventura residents. Other sources include the Seaside Park raceway, the Grant Park shooting range, and railroad, commercial, and industrial activity. Homes, schools, hotels, and hospitals are considered sensitive receptors where excessive noise can interfere with normal activities.

Noise intensity is customarily measured on the decibel scale, an index of loudness. Sounds as faint as 10 decibels (dB) are barely audible, while noise over 120 dB can be painful or damaging to hearing (Table 7-1 shows some typical noise levels). A sound 10 dB higher than another is perceived as about twice as loud. A 5 dB change is readily noticeable, but a 3 dB difference is barely perceptible.

As shown in Table 7-2, normally acceptable outdoor noise in residential areas may reach 65 decibels. The Ldn label in the table indicates that sound is averaged over time to account for the fact that sources like traffic or aircraft may cause fluctuations of more than 20 dB over a few seconds. CNEL refers to the fact that 5 dB is added to noise after 7 p.m. and 10 dB added from 10 p.m. to 7 a.m., when quieter conditions make sound more noticeable.

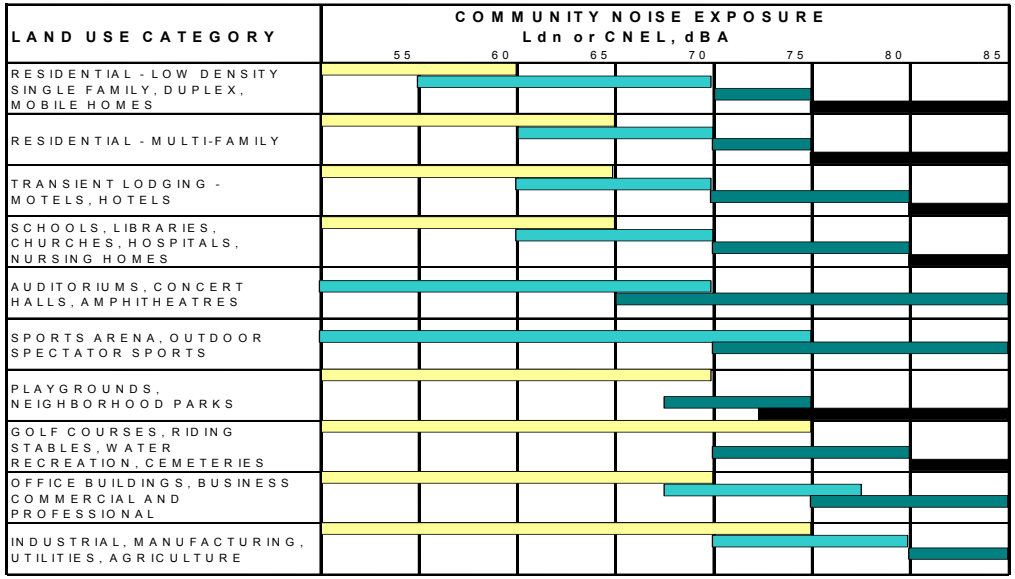
The State Building Code requires an acoustical study whenever outdoor noise would exceed 60 decibels at a proposed duplex, multifamily residence, hotel, motel or other attached dwelling. The study must show that the proposed project design would result in interior noise levels of 45 dB or less.

Although future increases in traffic are not expected to produce a significant change in perceived noise levels, other specific sound generators have been identified as problems in the community. The policies and actions in this chapter look to reduce the exposure of people in Ventura to these noise sources.

Table 7-1. Typical Noise Levels

Type of Noise or Environment	Decibels
Recording Studio	20
Soft Whisper; Quiet Bedroom	30
Busy Open-plan Office	55
Normal Conversation	60-65
Automobile *at 20 mph 25 ft. away*	65
Vacuum Cleaner *10 ft. away*	70
Dump Truck *at 50 mph 50 ft. away*	90
Train Horn *100 ft. away*	105
Claw Hammer; Jet Takeoff *200 ft. away*	120
Shotgun *at shooter's ear*	140

Table 7-2
Acceptable Noise Levels



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Source: General Plan Guidelines, California Office of Planning and Research

Hazardous Materials

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. Most of the several hundred facilities in Ventura that use or store hazardous materials lie along Ventura Avenue or in the Arundell industrial district.

The 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.

The Westside and North Avenue neighborhoods include about 30 brownfields: sites that may possess contaminated soils but also have potential for reuse. Cleanup of these sites will make them more attractive for redevelopment that can improve the neighborhoods and generate employment and tax revenue. The City has established a Brownfield Assessment Demonstration Pilot Program to fund site assessments and initiate remediation. The policies and actions in this chapter intend to minimize the risk of adverse health effects of hazardous materials by regulating their location and seeking funding for cleanup of brownfield sites to encourage their reuse.

Policy 7A: Encourage wellness through care and prevention.

Action 7.1: Work with interested parties to identify appropriate locations for assisted-living, hospice, and other care-provision facilities.

Action 7.2: Provide technical assistance to local organizations that deliver health and social services to seniors, homeless persons, low-income citizens, and other groups with special needs.

Action 7.3: Participate in school and agency programs to:

- provide healthy meals,
- combat tobacco, alcohol, and drug dependency,
- distribute city park and recreation materials through the schools, and
- distribute information about the benefits of proper nutrition and exercise.

Action 7.4: Enhance or create ordinances which increase control over ABC licensed premises.

Action 7.5: Investigate the creation of new land use fees to enhance funding of alcohol related enforcement, prevention and training efforts.

Policy 7B: Minimize risks from geologic and flood hazards.

Action 7.6: Adopt updated editions of the California Construction Codes and International Codes as published by the State of California and the International Code Council respectively.

Action 7.7: Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site:

- with slopes greater than 10 percent or that otherwise have potential for landsliding,
- along bluffs, dunes, beaches, or other coastal features
- in an Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault,
- in areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils,
- in areas within 100-year flood zones, in conformance with all Federal Emergency Management Agency regulations.

Action 7.8: To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice.

Action 7.9: Maintain and implement the Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan.

Action 7.10: Require proponents of any new developments within the 100-year floodplain to implement measures, as identified in the Flood Plain Ordinance, to protect structures from 100-year flood hazards (e.g., by raising the finished floor elevation outside the floodplain).

Action 7.11: Prohibit grading for vehicle access and parking or operation of vehicles within any floodway.

Policy 7C: Optimize firefighting and emergency response capabilities.

Action 7.12: Refer development plans to the Fire Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance.

Action 7.13: Resolve extended response time problems by:

- adding a fire station at the Pierpont/Harbor area,
- relocating Fire Station #4 to the Community Park site,
- increasing firefighting and support staff resources,
- reviewing and conditioning annexations and development applications, and
- require the funding of new services from fees, assessments, or taxes as new subdivisions are developed.

Action 7.14: Educate and reinforce City staff understanding of the Standardized Emergency Management System for the State of California.

Policy 7D: Improve community safety through enhanced police service.

Action 7.15: Increase public access to police services by:

- increasing police staffing to coincide with increasing population, development, and calls for service,
- increasing community participation by creating a Volunteers in Policing Program, and,
- require the funding of new services from fees, assessments, or taxes as new subdivisions are developed.

Action 7.16: Provide education about specific safety concerns such as gang activity, senior-targeted fraud, and property crimes.

Action: 7.17: Establish a nexus between police department resources and increased demands associated with new development.

Action 7.18: Continue to operate the Downtown police storefront.

Action 7.19: Expand Police Department headquarters as necessary to accommodate staff growth.

Policy 7D: Minimize exposure to air pollution and hazardous substances.

Action 7.20: Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.

Action 7.21: Require analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are

identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval.

Action 7.22: In accordance with Ordinance 93-37, require payment of fees to fund regional transportation demand management (TDM) programs for all projects generating emissions in excess of Ventura County Air Pollution Control District adopted levels.

Action 7.23: Require individual contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines.

Action 7.24: Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.

Action 7.25: Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects.

Action 7.26: Seek funding for cleanup of sites within the Brownfield Assessment Demonstration Pilot Program and other contaminated areas in West Ventura.

Action 7.27: Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of any identified contamination).

Action 7.28: Educate residents and businesses about how to reduce or eliminate the use of hazardous materials, including by using safer non-toxic equivalents.

Action 7.29: Require non-agricultural development to provide all necessary buffers, as determined by the Agriculture Commissioner's Office, from agricultural operations to minimize the potential for pesticide drift.

Action 7.30: Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate City, County, State and Federal agencies in the event of a violation.

Action 7.31: Work toward voluntary reduction or elimination of aerial and synthetic chemical application in cooperation with local agricultural interests and the Ventura County agricultural commissioner.

Policy 7E: Minimize the harmful effects of noise.

Action 7.32: Require acoustical analyses for new residential developments within the mapped 60 decibel (dBA) CNEL contour, or within any area designated for commercial or industrial use, and require mitigation necessary to ensure that:

- Exterior noise in exterior spaces of new residences and other noise sensitive uses that are used for recreation (such as patios and gardens) does not exceed 65 dBA CNEL, and
- Interior noise in habitable rooms of new residences does not exceed 45 dBA CNEL with all windows closed.

Action 7.33: As funding becomes available, construct sound walls along U.S. 101, SR 126, and SR 33 in areas where existing residences are exposed to exterior noise exceeding 65 dBA CNEL.

Action 7.34: Request that sound levels associated with concerts at the County Fairgrounds be limited to 70 dBA at the eastern edge of that property.

Action 7.35: Request the termination of auto racing at the County fairgrounds.

Action 7.36: Amend the noise ordinance to restrict leaf blowing, amplified music, trash collection, and other activities that generate complaints.

Action 7.37: Use rubberized asphalt or other sound reducing material for paving and re-paving of City streets.

Action 7.38: Update the Noise Ordinance to provide standards for residential projects and residential components of mixed-use projects within commercial and industrial districts.

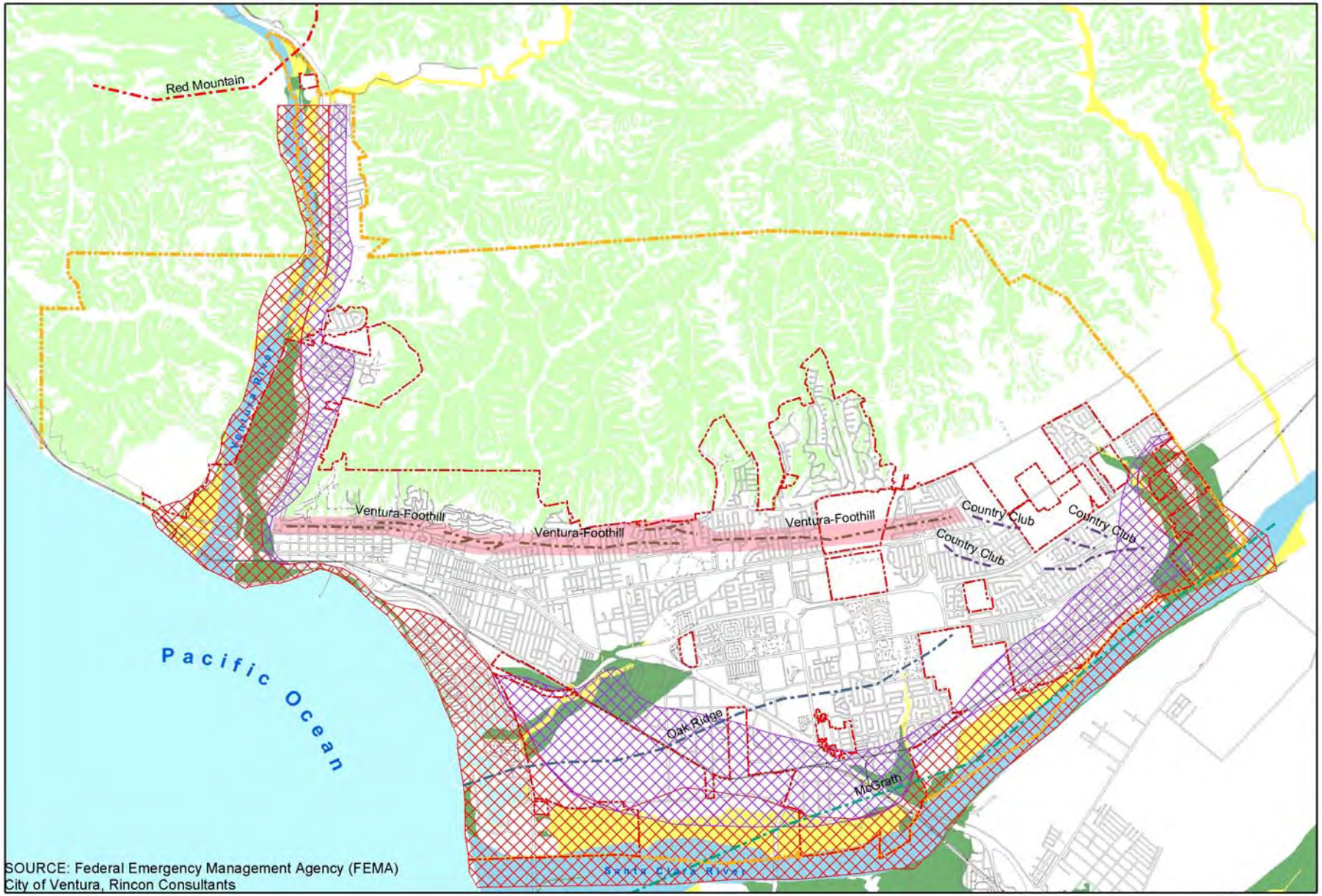


Figure 7-1
Natural Hazards

FEMA Flood Hazard Zones
- A (100-yr floodzone)
- B (500-yr floodzone)
- Floodway

Liquefaction Zones
- High Water Table
- Low Water Table

Major Fault Systems
- Country Club
- McGrath
- Oak Ridge
- Red Mountain
- Ventura-Foothill

Other
- City Limits
- Planning Boundary
- >30% Slope

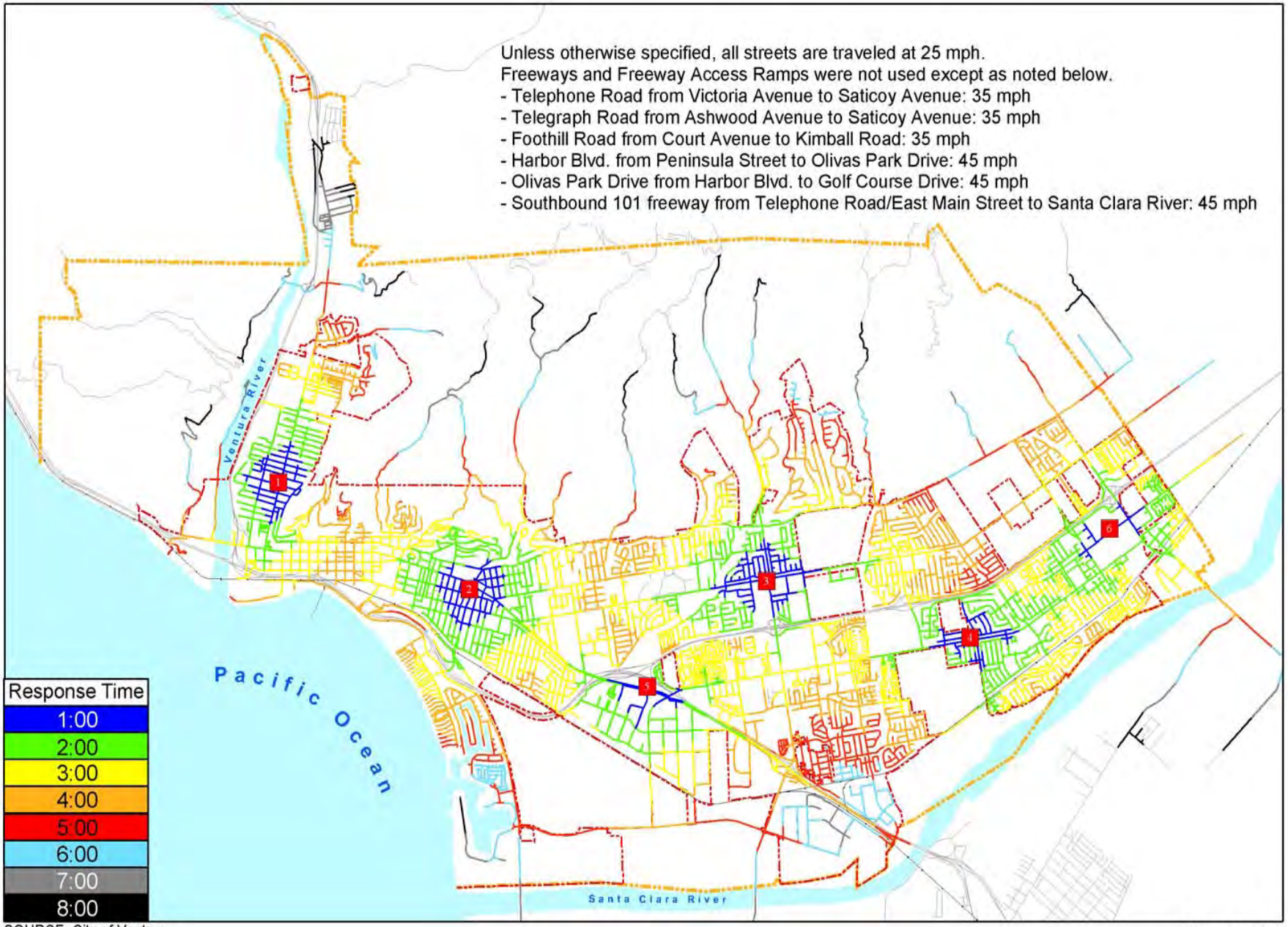


Figure 7-2
Fire Response Time

Figure 7-3
Noise Contours

OUR EDUCATED COMMUNITY

ventura's general plan

"A vigorous culture capable of making corrective, stabilizing changes depends heavily on its educated people, and especially upon their critical capacities and depth of understanding."

— Jane Jacobs
Dark Age Ahead

CITY OF
VENTURA

8. OUR EDUCATED COMMUNITY

Our goal is to encourage academic excellence and life-long learning resources to promote a highly-educated citizenry.

Lifelong Learning

Education is more important than ever before as the foundation for the vitality of informed community participation in Ventura. The *Ventura Vision* calls for the city to be "a community dedicated to educational excellence and an emphasis on lifelong learning." A truly educated community is key to achieving most of the goals in this General Plan because:

- In the 21st Century information economy a highly educated and skilled workforce is vital to community prosperity,
- Education and the institutions that provide it are critical to achieving environmental and cultural leadership, and
- An educated and informed citizenry is essential to sound planning and decision-making.

While Ventura has a comparatively well-educated population (see Table 8-1), the high costs of doing business and finding housing in the city will force even greater emphasis on businesses and jobs that require ever-higher levels of skill. The need and desire for lifelong learning will require relentlessly expanding educational resources and access to them in the years ahead. Plus, the assets that strong educational institutions provide are necessary to bring a rich cultural life to the community as well.

Ventura can build on an impressive base of well-regarded public schools, array of private alternatives, major community college, satellite university campuses, expanding media-training institute, law school, and three branch libraries, among other educational resources. The key to becoming renowned as a local "learning community" lies in creating stronger linkages between these existing resources and integrating them into the physical and social landscape of our community.

Leveraging our Assets

Excellence in public education is the top priority for the Ventura Unified School District (whose boundaries extend beyond the city). In Ventura, the District manages 16 elementary schools, four middle schools, three high schools, and one continuation high school, plus independent study and adult education programs.

In addition to District schools, the city also is home to more than a dozen private schools (see Table 8-2), serving 13 percent of elementary and high school students living in Ventura, according to the 2000 Census. Figure 6-1 shows school locations in the city.

Table 8-1
Education Level

Schooling Completed	Percent of Population
High School	21.7
Some College	28.2
Associate Degree only	9.6
Bachelors Degree only	15.4
Graduate Degree	9.3
High School Diploma & Above	***84.1***
Associate Degree & Above	***34.2***

Source: 2001 Ventura County Economic Outlook

Table 8-2
Private Schools

School	Grades
First Baptist Day	K-5
St. Augustine Academy	4-12
Sacred Heart	K-8
Ventura Missionary Christian Day	K-8
College Heights Christian	K-8
St. Bonaventure High School	9-12
Holy Cross	K-8
Our Lady of The Assumption	K-8
St. Paul's Parish Day	K-8
Grace Lutheran Christian Day	K-6
Jameson	K-12
Ventura County Christian	K-12
Hill Road Montessori Preschool	K-3
Wells Road Baptist Academy	K-12

Most public schools operate at or near capacity (see Table 8-3), and continuing growth in Ventura requires the District to search for sites for new schools (see Table 8-4). Developers of new projects are required to dedicate land or pay fees for school purposes, and any major annexation of land outside the city is likely to have to provide a school site to serve new resident children. Still, the scarcity and cost of suitable sites means that greater thought will need to be given to shared facility use and other non-traditional approaches to expanding capacity.

Table 8-3. Ventura Unified School District Enrollment

Schools – No.	Students	Capacity
Elementary – 17	8,093	95%
Middle – 4	4,304	93%
High - 3	4,820	85%
TOTAL	**17,217**	**92%**

Source: Ventura Unified School District, 2003

Table 8-4. Public School Demand

School Type	Students/ School	School Needs	Acres Needed[1]
Elementary	600	4	40
Middle	1,000	1	20
High	2,000	1	40
TOTAL		**6**	**100**

1. Assumes 10 acres for elementary schools, 20 acres for middle schools, and 40 acres for high schools.

Source: Ventura Unified School District, 2003

Ventura is increasingly becoming recognized as a center for higher education. Ventura College is a highly respected two-year school with more than 12,000 students, providing everything from a distinguished transfer opportunity for the University of California to certificates and associates degrees in important fields such as manufacturing and nursing. Students also can obtain four-year degrees in certain fields at the UCSB Ventura Center. Brooks Institute of Photography provides education in photojournalism, filmmaking, and related fields, providing the city with a significant cultural asset. Residents can earn graduate degrees in law, public policy, and education at the Ventura campuses of California Lutheran University, Azusa Pacific University, the Ventura College of Law, and the Southern California Institute of Law. The opening of the nearby California State University Channel Islands has drawn many students and faculty to live in Ventura, especially those in creative fields.

Combined, these institutions of higher learning provide Ventura with tremendous educational assets. Through the policies and actions in this chapter, the City is committed to nurturing these institutions, creating synergy among them, and instilling both cultural and economic opportunities.

Libraries of the Future

The County public library system in Ventura currently operates three branch libraries that serve about 200,000 visits annually (see Table 8-5). But in a digital age where more and more content is available online, the traditional book borrowing function is becoming outmoded. Library administrators and staff, the City's Library Advisory Commission, and patrons have all pointed to needs for adding library space, extending operating hours, and updating and expanding learning resources.

At a more fundamental level, the ideas of what constitutes a library and how it fits the patterns of a learning community need to be reexamined. Integration with school libraries, including the Ventura College Learning Center, is a top priority for this reevaluation, as embodied in the policies and actions in this chapter.

City and Community Programs

Traditional classroom settings alone cannot provide the complete set of educational skills and experience needed by people of all ages. The City provides a variety of learning opportunities, including youth and adult art programs, environmental education, adaptive recreation programs, youth after-school activities, and summer camps. Community organizations also provide a range of classes and experiences, including tours, museums, lectures, and hands-on activities. Expanding venues for such activities and promoting participation in them are key challenges.

Policies and actions in this chapter seek to expand lifelong learning opportunities for everyone in the community.

Table 8-5. Local Libraries

Library	Card-Holders	2003-2004 Patronage	Hours Open Weekly	Facility Size (sq. ft.)
E. P. Foster	48,195	366,134	54	31,000
H. P. Wright			39	12,000
Avenue			25	3,000

Source: Ventura County Library Administration, 2005

Policy 8A: Reach out to institutions and educators to advance lifelong learning.

Action 8.1: Work closely with schools, colleges, and libraries to provide input into site and facility planning.

Action 8.2: Organize a regional education summit to generate interest in and ideas about learning opportunities.

Action 8.3: Adopt joint-use agreements with libraries, schools, and other institutions to maximize use of educational facilities.

Action 8.4: Distribute information about local educational programs.

Policy 8B: Increase the availability and diversity of learning resources.

Action 8.5: Install infrastructure for wireless technology and computer networking in City facilities.

Action 8.6: Establish educational centers at City parks.

Action 8.7: Work with the State Parks Department to establish a marine learning center at the Harbor.

Action 8.8: Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development.

Policy 8C: Reshape public libraries as 21st Century learning centers.

Action 8.9: Complete a new analysis of community needs, rethinking the role of public libraries in light of the ongoing advances in information technology and the changing ways that individuals and families seek out information and life-long learning opportunities.

Action 8.10: Reassess the formal and informal relationships between our current three branch public libraries and school libraries – including the new Ventura College Learning Resource Center – as well as joint use of facilities for a broader range or compatible public, cultural, and educational uses.

Action 8.11: Develop a Master Plan for Facilities, Programs, and Partnerships to create an accessible, robust, and vibrant library for the 21st Century system, taking into consideration that circulation of books is no longer the dominant function but will continue to be an important part of a linked network of learning centers.

Action 8.12: Develop formal partnerships, funding, capital strategies, and joint use agreements to implement the new libraries Master Plan.

ventura's general plan

OUR CREATIVE COMMUNITY

"Whatever you can do, or dream you can, begin it. Boldness has genius, power and magic in it."

— Johann Wolfgang von Goethe

CITY OF
VENTURA

9. OUR CREATIVE COMMUNITY

Our goal is to become a vibrant cultural center by weaving the arts and local heritage into everyday life.

A Rich Foundation

Local history, artistic expression, and cultural diversity play vital roles in making Ventura a vibrant and interesting place. The heritage of Chumash civilization, which developed over the course of about 9,000 years, and influences of Mexican settlement establish a rich tableau for the modern development of the city. Art in museums, galleries, and public places, as well as space and energy devoted to the creation of artwork and crafts connect the community in complex and fundamental ways. Cultural expression in the form of festivals and informal gatherings provide additional and essential bonds that strengthen the community.

Historic Context

Abundant food and water, temperate climate, and ample material for tool manufacturing attracted early local inhabitants. Chumash peoples were living in a string of coastal villages when Spanish explorers arrived in 1542. Shisholop village (at the south end of present-day Figueroa Street) was a thriving Chumash provincial capital at the time of the Spanish arrival. Other Chumash villages and burial sites have been found in what are now the North Avenue and Saticoy neighborhoods, as well as north of the Ventura River. Mexican settlers began to arrive in earnest after the founding of Mission San Buenaventura in 1782.

Table 9-1
Key Historical and Cultural Sites

Site	Description
Albinger Museum	Artifacts spanning 3,500 years excavated from a site next to the Mission are on display in this former adobe at 113 East Main Street.
Downtown	Downtown Ventura is home to a variety of 19th Century buildings that house restaurants and retail establishments in a small-town setting with a variety of cultural amenities.
Olivas Adobe Park	Completed in 1849 for the Raymundo ranching family, the well-preserved hacienda at 4200 Olivas Park Road is utilized as concert and banquet facility.
Ortega Adobe	Built in 1857, the adobe is only remaining example of the middle class homes that once lined West Main Street. The building has since been used as a police station and restaurant.
San Buenaventura Mission	Built in 1782, the Mission anchors the western part of the downtown area and is still used for regular Catholic services.
Santa Gertrudis Chapel	The Chapel was originally completed around 1809. The site is located along Highway 33 near Foster Park.
San Miguel Chapel	The site is located at Thompson Boulevard and Palm Street. The original chapel dated back to the early 1800s.
Ventura County Museum of History and Art	The museum at 100 East Main Street houses exhibits featuring local artists and historical artifacts. Expansion plans include a 200-seat auditorium and a gallery with touring exhibits.

Source: City of Ventura

More than 90 historic sites have been identified in the planning area (which includes areas outside the city). Notable ones include the Mission, the Ortega and Olivas Adobes, and the locations of the Santa Gertrudis and San Miguel Chapels (See Table 9-1 and Figure 9-1). Many of the existing buildings in Ventura were constructed between 1880 and 1940, a period that coincided with development of the railroads and harbor. City

Hall (formerly the County Courthouse) and the Mission aqueduct are listed as landmarks on the National Register of Historic Places, and structures in the following historic districts are protected by City architectural controls:

- the grounds within the Mission District,
- the Mitchell block (south of Thompson Boulevard between Chestnut and Fir Streets),
- the Selwyn Shaw block (north of Poli Street between Ann and Hemlock Streets), and
- the Simpson Tract (west of Ventura Avenue between Simpson and Prospect Streets).

Arts and Culture

When the City first adopted a Community Cultural Plan in 1992, Ventura's creative community was in its fledgling stage. Few of the now-thriving professional art and cultural organizations existed (see Table 9-2). A burgeoning visual artist community had made the city its home, but was fairly invisible except to the more intrepid arts supporters and collectors.

Since completion of that plan, the City has either implemented or initiated all of its recommendations, which were developed through extensive public involvement. As a result, the growth of the cultural community has been extraordinary. Now Ventura is home to a wealth of active artists and arts organizations. From 1994-2004, the budgets of arts organizations in Downtown Ventura alone increased from $500,000 to more than $4 million.

Ventura also now has a complement of major cultural institutions unique for a city of its size, including the Ventura Music Festival, the Rubicon Theatre Company, the Ventura County Museum of History and Art, and Focus on the Masters. The individual artists who live and work in the city continue to comprise a major part of its cultural fabric, and are highlighted in popular cultural events like the Downtown ArtWalks.

A strong focus of the City's general is to build the arts infrastructure of Ventura. A strong cultural infrastructure is the foundation of a healthy arts ecosystem: this includes *places* (for arts creation, sales, exhibition, performance, rehearsal, living), *people* (artists, audiences, patrons), and *organizations* (production, support, and presentation).

In keeping with the community's respect for its roots, the Ventura arts scene remains authentic, no small feat in today's competitive environment. While many communities focus on importing Broadway shows or big-name art exhibits to increase their profile, Ventura successfully continues to highlight local artists, architecture, culture, history, and the environment – the unique threads that together comprise the rich tapestry of the Ventura community. Policies and actions in this chapter call for continuing to build the cultural foundations of the community by involving everyone in the production, support, and presentation of art and cultural programs, installing art in public places, providing working and display space for local artists, and identifying a site for an arts and cultural center.

Table 9-2
Art and Cultural Institutions

Name	Description	Years in Operation	Annual Patronage
Buenaventura Arts Association	Fine art gallery in downtown Ventura.	50	5,000
Channelaire Chorus	Women's chorus	42	2,500
City of Ventura Cultural Affairs Division	Supports local arts organizations; produces cultural programs (ArtWalks, Street Fairs, Music Under the Stars, Arts Education classes, grants, public art, etc.)	13	132,000
Focus on the Masters	Documentation of extraordinary artists (photographs, audio and video interviews)	10	15,000
Kids' Art	Ongoing, free kids' creative arts programs	12	350
Music 4 Kids	After school music instruction at Boys & Girls Clubs	4	800
Plexus Dance Theater	Professional modern dance performances	20	1,400
Rubicon Theater	Regional theater – classic and contemporary	6	37,000
San Buenaventura Foundation for the Arts	Arts umbrella organization - supports development of the Cultural Center and produces Arts Explosion	5	5,900
Ventura Area Theater Sports	Live improvisational theater in downtown Ventura	15	5,000
Ventura Artists' Union	Art gallery and weekly arts shows on California Plaza	15	17,000
Ventura College Opera Workshop	Opera and theater company at Ventura College	21	4,500
Ventura County Ballet	Ballet school with twice annual performances	6	11,000
Ventura County Master Chorale	Professional vocal music ensemble	23	6,000
Ventura County Museum of History and Art	Museum featuring exhibits on the history and art of Ventura County	26	55,000
Ventura Music Festival	Annual concert festival presenting international and local performers	11	9,000

Policy 9A: Increase public art and cultural expression throughout the community.

Action 9.1: Require works of art in public spaces per the City's Public Art Program Ordinance.

Action 9.2: Sponsor and organize local art exhibits, performances, festivals, cultural events, and forums for local arts organizations and artists.

Action 9.3: Expand outreach and publicity by:

- promoting locally produced art and local cultural programs
- publishing a monthly calendar of local art and cultural features,
- distributing the *State of the Arts* quarterly report, and
- offering free or subsidized tickets to events.

Action 9.4: Support the creative sector through training and other professional development opportunities.

Action 9.5: Work with the schools to integrate arts education into the core curriculum.

Action 9.6: Promote the cultural and artistic expressions of Ventura's underrepresented cultural groups.

Action 9.7: Offer ticket subsidy and distribution programs and facilitate transportation to cultural offerings.

Policy 9B: Meet diverse needs for performance, exhibition, and workspace.

Action 9.8: Increase the amount of live-work development, and allow its use for production, display, and sale of art.

Action 9.9: Work with community groups to locate sites for venues for theater, dance, music, and children's programming.

Policy 9C: Integrate local history and heritage into urban form and daily life.

Action 9.10: Provide incentives for preserving structures and sites that are representative of the various periods of the city's social and physical development.

Action 9.11: Organize and promote multi-cultural programs and events that celebrate local history and diversity.

Action 9.12: Allow adaptive reuse of historic buildings.

Action 9.13: Work with community groups to identify locations for facilities that celebrate local cultural heritage, such as a living history Chumash village and an agricultural history museum.

Policy 9D: Ensure proper treatment of archeological and historic resources.

Action 9.14: Require archaeological assessments for projects proposed in the Coastal Zone and other areas where cultural resources are likely to be located.

Action 9.15: Suspend development activity when archaeological resources are discovered, and require the developer to retain a qualified archaeologist to oversee handling of the resources in coordination with the Ventura County Archaeological Society and local Native American organizations as appropriate.

Action 9.16: Pursue funding to preserve historic resources.

Action 9.17: Provide incentives to owners of eligible structures to seek historic landmark status and invest in restoration efforts.

Action 9.18: Require that modifications to historically-designated buildings maintain their character.

Action 9.19: For any project in a historic district or that would affect any potential historic resource or structure more than 40 years old, require an assessment of eligibility for State and federal register and landmark status and appropriate mitigation to protect the resource.

Action 9.20: Seek input from the City's Historic Preservation Commission on any proposed development that may affect any designated or potential landmark.

Action 9.21: Update the inventory of historic properties.

Action 9.22: Create a set of guidelines and/or policies directing staff, private property owners, developers, and the public regarding treatment of historic resources that will be readily available at the counter.

Action 9.23: Complete and maintain historic resource surveys containing all the present and future components of the historic fabric within the built, natural, and cultural environments.

Action 9.24: Create a historic preservation element.

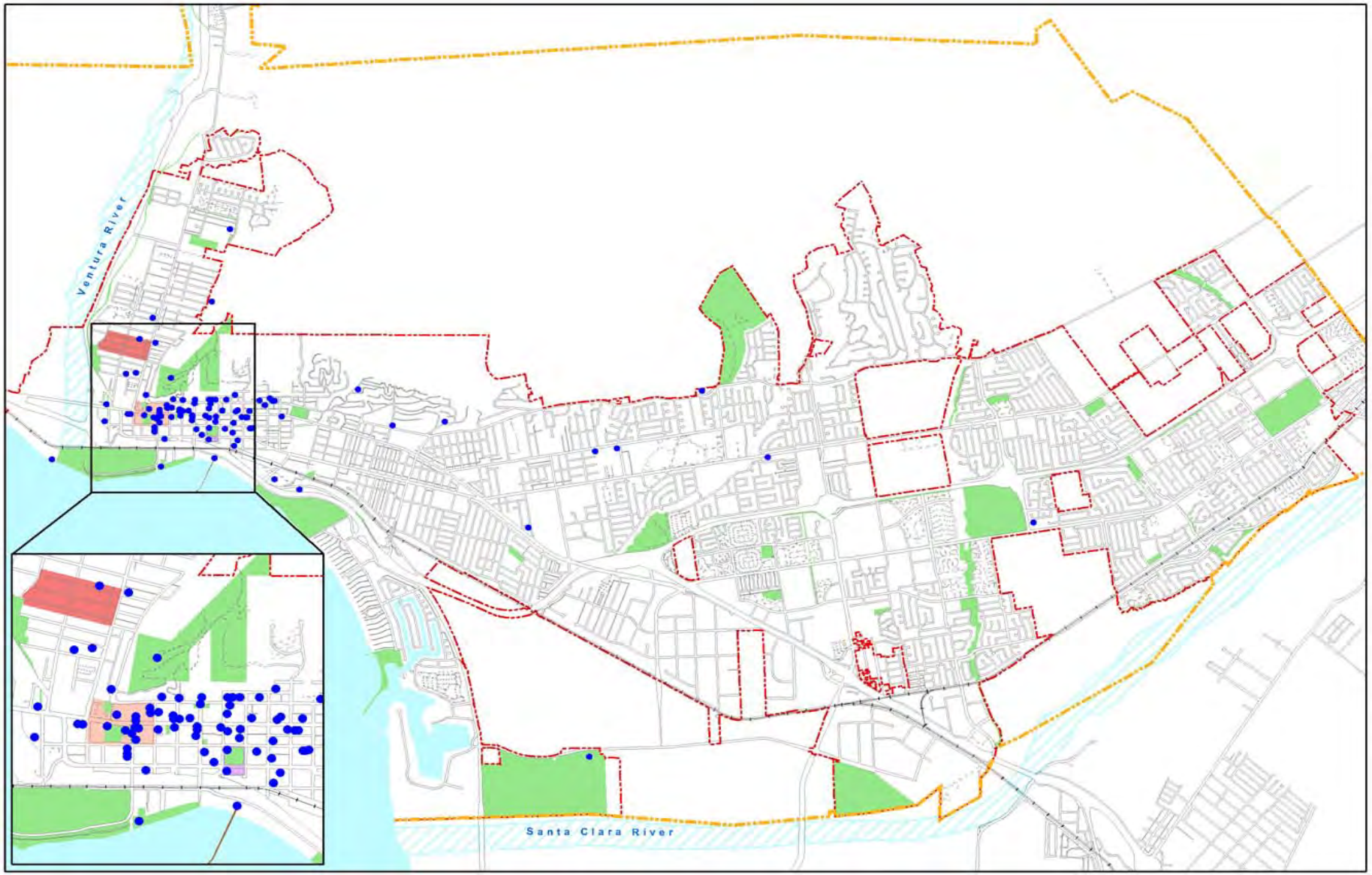


Figure 9-1
Historic Districts and Sites

OUR INVOLVED COMMUNITY

ventura's general plan

"Never believe that a few caring people can't change the world. For indeed, that's all who ever have."

— Margaret Mead
Renowned Anthropologist

CITY OF
VENTURA

10. OUR INVOLVED COMMUNITY

Our goal is to strive to work together as a community to achieve the Ventura Vision through civic engagement, partnerships, and volunteer service.

Civic Engagement

It is not enough to have a vision of smart growth for Ventura. Achieving that vision requires the active and ongoing participation of an engaged and active community. Fortunately, Ventura builds on a strong foundation: thousands of Ventura citizens are involved in their schools and places of worship and give their time to civic, cultural, and charitable organizations. City Commissions, the Community Councils, the Chamber of Commerce and other well-established avenues provide opportunities for community leadership.

This is what Alexis De Toqueville celebrated in his famous book, *Democracy in America*, calling our nation, "the one country in the world, day in and day out, that makes use of an unlimited freedom of association." Yet today in Ventura, as all across America, there is concern about the health of our democracy. Sociologist Robert Putnam gained national attention with his research showing that "by almost every measure, Americans' direct engagement in politics and government has fallen steadily and sharply over the last generation."

Among the symptoms in Ventura have been a decline in voter turnout in recent local elections – (a 36% drop from 1995 through 2003.) Over those years, the ability to build consensus about future development has been undermined by sharply polarized divisions, showdowns at the ballot box, and often rancorous public hearings. The complaint often recurs that planning decisions are made without adequate notice or consideration of the views of those affected. Many citizens criticize the City decision-making process as convoluted and counterproductive.

Moreover, ongoing participation of an engaged community requires civic places where citizens can come together. It is not insignificant that a decline in public participation and the quality of civic discourse has paralleled the loss of civic places in our cities. Historically, governments provided open spaces and buildings that were at the center of a community, physically and symbolically. Town squares and plazas, often faced by a hall for formal gathering and civic engagement, have all but disappeared. The poverty of American public places was apparent after the Columbine High School shooting in Colorado, when citizens gathered to mourn, not in a shared place for people, but in a parking lot.

Nearly everyone agrees we can and should do better. The best model for doing this was the citywide effort to craft the *Ventura Vision*. Thousands participated in a year-long partnership encompassing City government, non-profit organizations, community groups, business,

schools and individual residents to chart the community's future.

The vision of an "involved community" was described in the *Ventura Vision* report as: seeking "broad community collaboration; more widely publicizing city government services, planning processes and policies; better involvement of typically under-represented groups such as youth, seniors and ethnic minorities in community planning; and developing public parks, plazas, neighborhood greenways and other spaces that promote civic interaction and events."

Since that vision was adopted by the City Council in 2000, the City has worked to implement it, building on existing community assets and strengthening the linkages and interconnections that already exist among people, organizations, and shared community goals. A remarkable example of broad community collaboration earned attention throughout Southern California in late 2004. Facing the prospect of winter flooding, the City undertook to evacuate homeless people living in the channel of the Ventura River. This was accomplished by a partnership involving non-profit social service agencies, faith-based organizations, City staff, business leaders, community volunteers and the affected homeless population.

There are many more models of successful community collaboration in Ventura, including: the restoration of the pier, the community's rich array of after-school programs, the implementation of the 1992 Cultural Plan, the 2004 Downtown Charrette, the 2005 Midtown Design Charrette and the establishment of conservancies to preserve the Grant Park cross and Ventura's cherished hillsides.

City government has learned from these efforts to reach broadly and deeply into the community. Civic engagement and trust are built when City representatives actively seek to involve everyone in positive and transparent partnerships. That goal requires a continually evolving effort to promote participation:

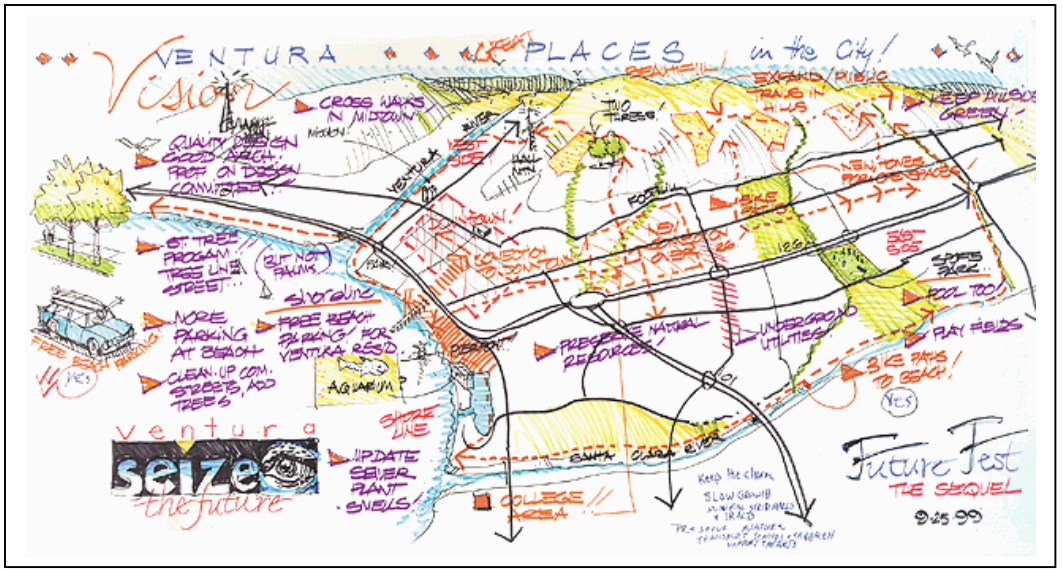
- through proactive and interactive media outreach in the press, on the web, on radio and television,
- by striving to include everyone in decision making and making it convenient for them to participate by seeking them out in their neighborhoods and gathering places like schools, houses of worship and public spaces, and
- through community dialogues, workshops, charrettes, town hall forums, and community councils, in addition to formal public hearings.

More effort needs to be put into building consensus about future growth and change upfront through community planning, rather than waiting until specific development projects are proposed. That effort will continue with the work to craft a citywide "form-based code" and concentrated planning efforts for specific neighborhoods and districts.

Focused attention should be paid to making our public decision-making processes easier to understand and participate in. Citizens have little time or patience for complicated planning and entitlement processes that drag on for years. By establishing clearer rules and public processes for applying them, the policies and actions in this chapter will enable more citizens to feel that they will be heard and their contributions valued. By involving a wider range of the community in clearly setting Ventura's planning goals and standards of quality, we can devote more time to achieving those goals and less time wrangling over specific proposals.

Ventura also needs to reestablish places for civic discourse. While the City will continue to encourage the use of our beautiful City Hall for its historic role of government by and for the people, we also need a hierarchy of civic spaces citywide that are strategically located in neighborhood centers and accessible by pedestrians (see Chapter Three, Action 3.8). Every neighborhood should have access to a physical location designated for public gathering and civic purposes.

Our long-range vision is to build an ethic and a fabric of robust civic engagement – what De Toqueville called "the habits of the heart." His phrase evokes what the Ventura Vision called "direct engagement in public affairs" through "participation, hard work and collaboration . . . sustaining Ventura as an exceptional place." The policies and actions in this chapter aim to do just that.



Policy 10A: Work collaboratively to increase citizen participation in public affairs.

Action 10.1: Conduct focused outreach efforts to encourage all members of the community – including youth, seniors, special needs groups, and non-English speakers – to participate in City activities.

Action 10.2: Obtain public participation by seeking out citizens in their neighborhoods and gathering places such as schools, houses of worship and public spaces.

Action 10.3: Invite civic, neighborhood, and non-profit groups to assist with City project and program planning and implementation.

Action 10.4: Provide incentives for City staff to participate in community and volunteer activities.

Action 10.5: Invite seniors to mentor youth and serve as guides at historical sites.

Action 10.6: Offer internships in City governance, and include youth representatives on public bodies.

Action 10.7: Continue to offer the Ambassadors program to obtain citizens assistance with City projects.

Policy 10B: Raise awareness of City operations and be clear about City objectives.

Action 10.8: Utilize the City website as a key source of information and expand it to serve as a tool for civic engagement.

Action 10.9: Publish an annual report that evaluates City performance in such areas as conservation, housing, and economic development.

Action 10.10: Continue to improve the user-friendliness of the media that communicate information about the City, including the website, cable channels, newsletters, kiosks, and water billing statements.

Policy 10 C: Work at the neighborhood level to promote citizen engagement.

Action 10.11: Establish a clear policy toward the scope, role, boundaries, and jurisdiction of neighborhood Community Councils citywide, with the objectives of strengthening their roles in decision-making.

Action 10.12: Establish stronger partnerships with neighborhood Community Councils to set area priorities for capital investment, community policing, City services, commercial investment, physical planning, education, and other concerns, to guide both City policies and day-to-day cooperation and problem-solving.

Action 10.13: Recognizing that neighborhood empowerment must be balanced and sustained by overall City policies and citywide vision and resources – establish a citywide Neighborhood Community Congress where local neighborhood Community Councils can collaborate and learn from each other.

Action 10.14: Establish clear liaison relationships to foster communication, training, and involvement efforts between the City, neighborhood Community Councils and other community partners, including the Ventura Unified School District and business, civic, cultural and religious groups.

ventura's general plan

APPENDICES

"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work."

— Vince Lombardi
Author of *What it Takes To Be #1*, 2001

CITY OF
VENTURA

KEY TO ABBREVIATIONS	
AS = Administrative Services Department AS [P] = Purchasing CA = City Attorney CD = Community Development Department CD [A] = Administration CD [CP] = Current Planning CD [LRP] = Long Range Planning CD [ED] = Economic Development CD [LD] = Land Development CD [RDA] = Redevelopment Agency CC = City Council CM = City Manager's Department CM [CE] = Civic Engagement CS = Community Services Department CS [CR] = Community Recreation	CS [CA] = Cultural Affairs CS [GS/AS] = Golf Services/Adult Sports CS [SS] = Social Services FD = Fire Department FD [IS] = Inspection Services HR = Human Resources Department PD = Police Department PW = Public Works Department PW [E] = Engineering PW [P] = Parks PW [MS] = Maintenance Services PW [U] = Utilities Short-term = 0-5 years Mid-term = 5-10 years Long-term = 10-20 years Ongoing = May require short-, mid-, and long-term action
= Action included in the Land Use Plan of the City's Local Coastal Program	

Number	Action	Lead Entity	Timeframe
1.1	Adhere to the policies and directives of the California Coastal Act in reviewing and permitting any proposed development in the Coastal Zone.	CD [CP]	Ongoing
1.2	Prohibit non-coastal-dependent energy facilities within the Coastal Zone, and require any coastal-dependent facilities including pipelines and public utility structures to avoid coastal resources (including recreation, habitat, and archaeological areas) to the extent feasible, or to minimize any impacts if development in such areas is unavoidable.	CD [CP]	Ongoing
1.3	Work with the State Department of Parks and Recreation, Ventura County Watershed Protection Agency, and the Ventura Port District to determine and carry out appropriate methods for protecting and restoring coastal resources, including by supplying sand at beaches under the Beach Erosion Authority for Control Operations and Nourishment (BEACON) South Central Coast Beach Enhancement program.	PW [E]	Ongoing
1.4	Require new coastal development to provide non-structural shoreline protection that avoids adverse impacts to coastal processes and nearby beaches.	CD [CP]	Ongoing
1.5	Collect suitable material from dredging and development, and add it to beaches as needed and feasible.	PW [E]	Ongoing
1.6	Support continued efforts to decommission Matilija Dam to improve the sand supply to local beaches.	PW [U]	Long-term
1.7	Update the Hillside Management Program to address and be consistent with the Planning Designations as defined and depicted on the General Plan Diagram.	CD [LRP]	Short-term

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Number	Action	Lead Entity	Timeframe
1.8	Buffer barrancas and creeks that retain natural soil slopes from development according to state and Federal guidelines.	CD [LD]	Ongoing
1.9	Prohibit placement of material in watercourses other than native plants and required flood control structures, and remove debris periodically.	PW [MS/P]	Ongoing
1.10	Remove concrete channel structures as funding allows, and where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential.	PW [MS/P]	Long-term
1.11	Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" areas.	CD [LRP]	Short-term
1.12	Update the provisions of the Hillside Management Program as necessary to ensure protection of open space lands.	CD [LRP]	Mid-term
1.13	Recommend that the City's Sphere of Influence be coterminous with existing City limits in the hillsides in order to preserve the hillsides as open space.	CD [LRP]	Short-term
1.14	Work with established land conservation organizations toward establishing a Ventura hillsides preserve.	PW [P]	Long-term
1.15	Actively seek local, state, and Federal funding sources to achieve preservation of the hillsides.	PW [P]	Mid-term
1.16	Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands in the city.	PW	Ongoing

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Number		Action	Lead Entity	Timeframe
1.17		Require development to mitigate its impacts on wildlife through the development review process.	CD [CP]	Ongoing
1.18		Require new development adjacent to rivers, creeks, and barrancas to use native or non-invasive plant species, preferably drought tolerant, for landscaping.	CD [CP] PW [P]	Ongoing
1.19		Require projects near watercourses, shoreline areas, and other sensitive habitat areas to include surveys for State and/or federally listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.	CD [LRP]	Long-term
1.20		Conduct coastal dredging in accordance with the U.S. Army Corps of Engineers and California Department of Fish and Game requirements in order to avoid impacts to sensitive fish and bird species.	PW [E]	Ongoing
1.21		Work with State Parks on restoring the Alessandro Lagoon and pursue funding cooperatively.	PW [P]	Long-term
1.22		Adopt development code provisions to protect mature trees as defined by minimum height, canopy, and/or tree trunk diameter.	CD [LRP]	Short-term
1.23		Require, where appropriate, the preservation of healthy tree windrows associated with current and former agricultural uses, and incorporate trees into the design of new developments.	CD [CP]	Short-term
1.24		Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis.	CD [CP]	Ongoing
1.25		Purchase and use recycled materials and alternative and renewable energy sources as feasible in	AS [P]	Ongoing

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Number	Action	Lead Entity	Timeframe
	City operations.		
1.26	Reduce pesticide use in City operations.	PW [P]	Mid-term
1.27	Utilize green waste as biomass/compost in City operations.	PW [P]	Mid-term
1.28	Purchase low-emission City vehicles, and convert existing gasoline-powered fleet vehicles to cleaner fuels as technology becomes available.	PW [MS]	Mid-term
1.29	Require all City funded projects that enter design and construction after January 1, 2006 to meet a design construction standard equivalent to the minimum U.S. Green Building Council LEED™ Certified rating in accordance with the City's Green Building Standards for Private and Municipal Construction Projects.	FD [IS]	Short-term
1.30	Provide information to businesses about how to reduce waste and pollution and conserve resources.	PW [MS]	Short-term
1.31	Provide incentives for green building projects in both the public and private sectors to comply with either the LEED™ Rating System, California Green Builder, or the Residential Built Green program and to pursue registration and certification; incentives include "Head-of-the-Line" discretionary processing and "Head-of-the-Line" building permit processing.	FD [IS]	Short-term
1.32	Apply for grants, rebates, and other funding to install solar panels on all City-owned structures to provide at least half of their electric energy requirements.	PW	Ongoing

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Number	Action	Lead Entity	Timeframe
1.33	Publicly acknowledge individuals and businesses that implement green construction and building practices.	FD [IS]	Ongoing
2.1	Track economic indicators for changes that may affect City land resources, tax base, or employment base, such as terms and conditions of sale or lease of available office, retail, and manufacturing space.	CD [ED]	Ongoing
2.2	Prepare an economic base analysis that identifies opportunities to capture retail sales in sectors where resident purchasing has leaked to other jurisdictions.	CD [ED]	Short-term
2.3	Maintain and update an Economic Development Strategy to implement City economic goals and objectives.	CD [ED]	Ongoing
2.4	Map priority locations for commercial and industrial development and revitalization, including a range of parcel sizes targeted for high-technology, non-durables manufacturing, finance, business services, tourism, and retail uses.	CD	Short-term
2.5	Share economic and demographic information with organizations that may refer businesses to Ventura.	CD [ED]	Ongoing
2.6	Encourage intensification and diversification of uses and properties in districts, corridors, and neighborhood centers, including through assembly of vacant and underutilized parcels.	CD [ED]	Ongoing

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Number	Action	Lead Entity	Timeframe
2.7	Partner with local commerce groups to recruit companies and pursue funding for business development and land re-utilization.	CD [ED]	Ongoing
2.8	Carry out Housing Element programs that provide housing to all segments of the local workforce.	CD	Ongoing
2.9	Expedite review for childcare facilities that will provide support to local employees.	CD [CP]	Short-term
2.10	Expedite review of the entitlement process for installation of infrastructure necessary to support high technology and multimedia companies.	CA	Mid-term
2.11	Allow mixed-use development in commercial and industrial districts as appropriate.	CD [LRP]	Short-term
2.12	Allow uses such as conference centers with resort amenities on appropriately sized and located parcels.	CD [LRP]	Short-term
2.13	Market the city to businesses that link agriculture with high technology, such as biotechnology enterprises.	CD [ED]	Ongoing
2.14	Partner with local farms to promote farmers markets and high quality locally grown food.	CS	Ongoing
2.15	Provide incentives for use of waterfront parcels for recreation, visitor-serving commerce, restaurant, marina, and fishing uses.	CD [ED]	Short-term
2.16	Work with the State to create year-round commercial opportunities at the fairgrounds.	CD [ED]	Long-term

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Number	Action	Lead Entity	Timeframe
2.17	Partner with the Harbor District and National Park Service to promote Channel Islands tours and develop a marine learning center.	CS	Long-term
2.18	Prioritize uses within the Harbor Specific Plan area as follows: (1) coastal dependent, (2) commercial fishing, (3) coastal access, and (4) visitor serving commercial and recreational uses.	CD	Short-term
2.19	Partner with hotels and the Chamber of Commerce to promote city golf courses.	CS [GS/AS]	Long-term
2.20	Promote outdoor recreation as part of an enhanced visitor opportunity strategy.	CS	Mid-term
3.1	Preserve the stock of existing homes by carrying out Housing Element programs.	CD	Ongoing
3.2	Enhance the appearance of districts, corridors, and gateways (including views from highways) through controls on building placement, design elements, and signage.	CD [LRP]	Short-term
3.3	Require preservation of public view sheds and solar access.	CD [CP]	Short-term
3.4	Require all shoreline development (including anti-erosion or other protective structures) to provide public access to and along the coast, unless it would duplicate adequate access existing nearby, adversely affect agriculture, or be inconsistent with public safety, military security, or protection of fragile coastal resources.	CD [CP]	Ongoing
3.5	Establish land development incentives to upgrade the appearance of poorly maintained or	FD [IS]	Mid-term

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	otherwise unattractive sites, and enforce existing land maintenance regulations.		
3.6	Expand and maintain the City's urban forest and thoroughfare landscaping, using native species, in accordance with the City's Park and Development Guidelines and Irrigation and Landscape Guidelines.	PW [P]	Ongoing
3.7	Evaluate whether lot coverage standards should be changed based on neighborhood character.	CD [LRP]	Short-term
3.8	Adopt new development code provisions that designate neighborhood centers, as depicted on the General Plan Diagram, for a mixture of residences and small-scale, local-serving businesses.	CD [LRP]	Short-term
3.9	Adopt new development code provisions that designate areas within districts and corridors for mixed-use development that combines businesses with housing and focuses on the redesign of single-use shopping centers and retail parcels into walkable, well connected blocks, with a mix of building types, uses, and public and private frontages.	CD [LRP]	Short-term
3.10	Allow intensification of commercial areas through conversion of surface parking to building area under a districtwide parking management strategy in the Downtown Specific Plan.	CD [LRP]	Short-term
3.11	Expand the downtown redevelopment area to include parcels around future transit areas and along freeway frontage.	CD [RDA]	Mid-term
3.12	The City will work with the hospitals on the new Development Code treatment for the Loma Vista corridor, which includes both hospitals.	CD [LRP]	Short-term

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3.13	Assess whether the City's Affordable Housing Programs respond to current needs, and modify them as necessary within State mandated Housing Element updates	CD	Ongoing
3.14	Utilize infill development, to the extent possible, to accommodate the targeted number and type of housing units described in the Housing Element	CD [LRP]	Ongoing
3.15	Adopt new development code provisions that ensure compliance with Housing Element objectives.	CD [LRP]	Short-term
3.16	Renew and modify greenbelt agreements as necessary to direct development to already urbanized areas.	CD [LRP]	Long-term
3.17	Continue to support the Guidelines for Orderly Development as a means of implementing the General Plan, and encourage adherence to these Guidelines by all the cities, the County of Ventura, and the Local Agency Formation Commission (LAFCO); and work with other nearby cities and agencies to avoid sprawl and preserve the rural character in areas outside the urban edge.	CD [LRP]	Ongoing
3.18	Complete community or specific plans, subject to funding, for areas such as Westside, Midtown, Downtown, Wells, Saticoy, Pierpont, Harbor, Loma Vista/Medical District, Victoria Corridor, and others as appropriate. These plans will set clear development standards for public and private investments, foster neighborhood partnerships, and be updated as needed.	CD [LRP]	Ongoing
3.19	Preparation of the new Development Code will take into account existing or proposed community or specific plans to ensure efficient use of City resources and ample citizen input.	CD [LRP]	Short-term

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3.20	Pursuant to SOAR, adopt development code provisions to "preserve agricultural and open space lands as a desirable means of shaping the City's internal and external form and size, and of serving the needs of the residents."	CD [LRP]	Short-term
3.21	Adopt performance standards for non-farm activities in agricultural areas that protect and support farm operations, including requiring non-farm uses to provide all necessary buffers as determined by the Agriculture Commissioner's Office.	CD [LRP]	Short-term
3.22	Offer incentives for agricultural production operations to develop systems of raw product and product processing locally.	CD [ED]	Mid-term
3.23	Develop and adopt a form-based Development Code that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation.	CD [LRP]	Short-term
3.24	Revise the Residential Growth Management Program (RGMP) with an integrated set of growth management tools including: • Community or specific plans and development codes based on availability of infrastructure and transit that regulate community form and character by directing new residential development to appropriate locations and in ways that integrate with and enhance existing neighborhoods, districts and corridors; • appropriate mechanisms to ensure that new residential development produces high-quality	CD [LRP]	Short-term

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	designs and a range of housing types across all income levels; and, • numeric limitations linked to the implementation of community or specific plans and development codes and the availability of appropriate infrastructure and resources; within those limitations, the RGMP should provide greater flexibility for timing new residential development.		
3.25	Establish first priority growth areas to include the districts, corridors, and neighborhood centers as identified on the General Plan Diagram; and second priority areas to include vacant undeveloped land when a community plan has been prepared for such (within the City limits).	CD [LRP]	Short-term
3.26	Establish and administer a system for the gradual growth of the City through identification of areas set aside for long-term preservation, for controlled growth, and for encouraged growth.	CD [LRP]	Mid-term
3.27	Require the use of techniques such as digital simulation and modeling to assist in project review.	CD [CP]	Short-term
3.28	Revise the planning processes to be more user-friendly to both applicants and neighborhood residents in order to implement City policies more efficiently.	CD [CP]	Short-term
4. OUR ACCESSIBLE COMMUNITY			
4.1	Direct city transportation investment to efforts that improve user safety and keep the circulation system structurally sound and adequately maintained. First priority for capital funding will go to our pavement management program to return Ventura streets to excellent conditions.	PW [E]	Ongoing

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4.2	Develop a prioritized list of projects needed to improve safety for all travel modes and provide needed connections and multiple route options.	PW [E]	Short-term
4.3	Provide transportation services that meet the special mobility needs of the community including youth, elderly, and disabled persons.	PW [E]	Ongoing
4.4	Combine education with enforcement to instill safe and courteous use of the shared public roadway.	CS	Ongoing
4.5	Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible.	CD [LRP]	Ongoing
4.6	Require new development to be designed with interconnected transportation modes and routes to complete a grid network.	CD [CP]	Short-term
4.7	Update the traffic mitigation fee program to fund necessary citywide circulation system and mobility improvements needed in conjunction with new development.	CD [LD]	Short-term
4.8	Implement the City's Neighborhood Traffic Management Program and update as necessary to improve livability in residential areas.	PW [E]	Ongoing
4.9	Identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods.	PW [E]	Ongoing
4.10	Modify traffic signal timing to ensure safety and minimize delay for all users.	PW [E]	Short-term

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Number	Action	Lead Entity	Timeframe
4.11	Refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates.	PW [E]	Short-term
4.12	Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.	PW [E]	Ongoing
4.13	Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof.	CD [LD]	Ongoing
4.14	Provide development incentives to encourage projects that reduce automobile trips.	CD [CP]	Short-term
4.15	Encourage the placement of facilities that house or serve elderly, disabled, or socioeconomically disadvantaged persons in areas with existing public transportation services and pedestrian and bicycle amenities.	CD [CP]	Ongoing
4.16	Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.	PW [E]	Ongoing
4.17	Prepare and periodically update a Mobility Plan that integrates a variety of travel alternatives to minimize reliance on any single mode.	CD [LRP]	Short-term
4.18	Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.	PW [P]	Ongoing
4.19	Adopt new development code provisions that establish vehicle trip reduction requirements for all development.	CD [LRP]	Short-term

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4.20	Develop a transportation demand management program to shift travel behavior toward alternative modes and services.	PW [E]	Mid-term
4.21	Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.	PW [E/P]	Short-term
4.22	Update the General Bikeway Plan as needed to encourage bicycle use as a viable transportation alternative to the automobile and include the bikeway plan as part of a new Mobility Plan.	PW [E]	Mid-term
4.23	Upgrade and add bicycle lanes when conducting roadway maintenance as feasible.	PW [E]	Ongoing
4.24	Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons.	PW [E]	Short-term
4.25	Adopt new development code provisions that require the construction of sidewalks in all future projects, where appropriate.	CD [LRP]	Short-term
4.26	Establish a parking management program to protect the livability of residential neighborhoods, as needed.	CD [LRP]	Short-term
4.27	Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods. Require new developments in the North Avenue area, where applicable, to extend Norway Drive and Floral Drive to connect to Canada Larga Road; and connect the existing segments of Floral Drive. Designate the extension of Cedar Street between Warner Street and	PW [E]	Mid-term

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	south of Franklin Lane and the linking of the Cameron Street segments in the Westside community as high priority projects.		
4.28	Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership.	PW [E]	Short-term
4.29	Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike.	HR	Mid-term
4.30	Work with public transit agencies to provide information to riders at transit stops, libraries, lodging, and event facilities.	PW [E]	Ongoing
4.31	Work with public and private transit providers to enhance public transit service.	PW [E]	Mid-term
4.32	Coordinate with public transit systems for the provision of additional routes as demand and funding allow.	PW [E]	Long-term
4.33	Work with Amtrak, Metrolink, and Union Pacific to maximize efficiency of passenger and freight rail service to the City and to integrate and coordinate passenger rail service with other transportation modes.	PW [E]	Mid-term
4.34	Lobby for additional transportation funding and changes to Federal, State, and regional transportation policy that support local decision-making.	PW [E]	Ongoing
4.35	The City shall pursue funding and site location for a multi-modal transit facility in coordination with VCTC, SCAT, U.P.R.R., Metrolink, Greyhound Bus Lines, and other forms of	PW [E]	Mid-term

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	transportation.		
4.36	Require development along the following roadways – including noise mitigation, landscaping, and advertising – to respect and preserve views of the community and its natural context. • State Route 33 • U.S. HWY 101 • Anchors Way • Brakey Road • Fairgrounds Loop • Ferro Drive • Figueroa Street • Harbor Boulevard • Main Street • Navigator Drive • North Bank Drive • Poli Street/Foothill Road • Olivas Park Drive • Schooner Drive	CD [CP]	Ongoing

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	• Spinnaker Drive • Summit Drive • Telegraph Road – east of Victoria Avenue • Victoria Avenue – south of U.S. 101 • Wells Road		
4.37	Request that State Route 126 and 33, and U.S. HWY 101 be designated as State Scenic Highways.	CD [LRP]	Short-term
4.38	Continue to work with Caltrans to soften the barrier impact of U.S. HWY 101 by improving signage, aesthetics and undercrossings and overcrossings.	PW [E/P]	Ongoing
4.39	Maintain street trees along scenic thoroughfares, and replace unhealthy or missing trees along arterials and collectors throughout the City.	PW [P]	Ongoing
5. OUR SUSTAINABLE INFRASTRUCTURE			
5.1	Require low flow fixtures, leak repair, and drought tolerant landscaping (native species if possible), plus emerging water conservation techniques, such as reclamation, as they become available.	CD [CP]	Ongoing
5.2	Use natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible.	PW [MS/P]	Ongoing
5.3	Demonstrate low water use techniques at community gardens and city-owned facilities.	PW [U/P]	Mid-term

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5.4	Update the Urban Water Management plan as necessary in compliance with the State 1983 Urban Water Management Planning Act.	PW [U]	Ongoing
5.5	Provide incentives for new residences and businesses to incorporate recycling and waste diversion practices, pursuant to guidelines provided by the Environmental Services Office.	PW [MS]	Ongoing
5.6	Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development.	PW [U]	Ongoing
5.7	Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development.	PW [U]	Ongoing
5.8	Locate new development in or close to developed areas with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.	CD [LRP]	Ongoing
5.9	Update development fee and assessment district requirements as appropriate to cover the true costs associated with development.	AS	Mid-term
5.10	Utilize existing waste source reduction requirements, and continue to expand and improve composting and recycling options.	PW [MS]	Mid-term
5.11	Increase emergency water supply capacity through cooperative tie-ins with neighboring suppliers.	PW [U]	Mid-term
5.12	Apply new technologies to increase the efficiency of the wastewater treatment system.	PW [U]	Mid-term

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5.13	Increase frequency of city street sweeping, and post schedules at key points within each neighborhood.	PW [MS]	Mid-term
5.14	Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City.	PW [MS]	Short-term
5.15	Establish assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist.	PW [MS]	Mid-term
5.16	Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels.	CD [LD]	Ongoing
5.17	Require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura and Santa Clara Rivers and other watercourses.	CD [LD]	Ongoing
5.18	Work with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, and/or develop alternative means of disposal that will provide sufficient capacity for solid waste generated in the City.	PW [MS]	Long-term

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Number	Action	Lead Entity	Timeframe
6. OUR ACTIVE COMMUNITY			
6.1	Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs, and require them in new development.	PW [P]	Long-term
6.2	Require higher density development to provide pocket parks, tot lots, seating plazas, and other aesthetic green spaces.	CD [CP]	Short-term
6.3	Work with the County to plan and develop trails that link the City with surrounding open space and natural areas, and require development projects to include trails when appropriate.	PW [P]	Ongoing
6.4	Request Flood Control District approval of public access to unchannelized watercourses for hiking.	PW [P]	Mid-term
6.5	Seek landowner permission to allow public access on properties adjacent to open space where needed to connect trails.	PW [P]	Ongoing
6.6	Update plans for and complete the linear park system as resources allow.	PW [P]	Long-term
6.7	Work with the County of Ventura to initiate efforts to create public trails in the hillside area.	PW [P]	Mid-term
6.8	Update and require periodic reviews of the Park and Recreation Workbook as necessary to reflect City objectives and community needs.	PW [P]	Mid-term
6.9	Require dedication of land identified as part of the City's Linear Park System in conjunction with new development.	PW [P]	Ongoing

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Number	Action	Lead Entity	Timeframe
6.10	Evaluate and incorporate, as feasible, linear park segments in the General Bikeway Plan.	PW [E]	Ongoing
6.11	Update standards for citywide public parks and open space to include an expanded menu of shared park types, and identify locations and potential funding sources for acquiring new facilities in existing neighborhoods.	PW [P]	Short-term
6.12	Update and carry out the Grant Park Master Plan.	PW [P]	Mid-term
6.13	Foster the partnership between the City and Fair Board to improve Seaside Park.	CD [ED]	Ongoing
6.14	Improve facilities at City parks to respond to the requirements of special needs groups.	PW [P]	Mid-term
6.15	Adjust and subsidize fees to ensure that all residents have the opportunity to participate in recreation programs.	CS [CR]	Short-term
6.16	Update the project fee schedule as necessary to ensure that development provides its fair share of park and recreation facilities.	PW [P]	Short-term
6.17	Update and create new agreements for joint use of school and City recreational and park facilities.	CS [CR] PW [P]	Mid-term
6.18	Offer programs that highlight natural assets, such as surfing, sailing, kayaking, climbing, gardening, and bird watching.	CS [CR]	Ongoing
6.19	Provide additional boating and swimming access as feasible.	PW	Long-term

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Number	Action	Lead Entity	Timeframe
6.20	Earmark funds for adequate maintenance and rehabilitation of existing skatepark facilities, and identify locations and funding for new development of advanced level skatepark facilities.	PW [P]	Mid-term
6.21	Promote the use of City facilities for special events, such as festivals, tournaments, and races.	CS [CA]	Ongoing
6.22	Enter into concession or service agreements where appropriate to supplement City services.	PW	Ongoing
7. OUR HEALTHY AND SAFE COMMUNITY			
7.1	Work with interested parties to identify appropriate locations for assisted-living, hospice, and other care-provision facilities.	CS [SS]	Short-term
7.2	Provide technical assistance to local organizations that deliver health and social services to seniors, homeless persons, low-income citizens, and other groups with special needs.	CS [SS]	Ongoing
7.3	Participate in school and agency programs to: ♦ provide healthy meals, ♦ combat tobacco, alcohol, and drug dependency, ♦ distribute city park and recreation materials through schools, and ♦ distribute information about the benefits of proper nutrition and exercise.	CS [SS]	Ongoing
7.4	Enhance or create ordinances which increase control over ABC licensed premises.	PD	Mid-term
7.5	Investigate the creation of new land use fees to enhance funding of alcohol related enforcement, prevention and training efforts.	PD	Mid-term

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Number	Action	Lead Entity	Timeframe
7.6	Adopt updated editions of the California Construction Codes and International Codes as published by the State of California and the International Code Council respectively.	FD [IS]	Ongoing
7.7	Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site: • with slopes greater than 10 percent or that otherwise have potential for landsliding, • along bluffs, dunes, beaches, or other coastal features • in an Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault, • in areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils, • in areas within 100-year flood zones, in conformance with all Federal Emergency Management Agency regulations.	CD [CP/LD]	Ongoing
7.8	To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice.	FD	Ongoing
7.9	Maintain and implement the Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan.	FD	Ongoing

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7.10	Require proponents of any new developments within the 100-year floodplain to implement measures, as identified in the Floodplain Ordinance, to protect structures from 100-year flood hazards (e.g., by raising the finished floor elevation outside the floodplain).	FD [IS]	Ongoing
7.11	Prohibit grading for vehicle access and parking or operation of vehicles within any floodway.	FD [IS]	Ongoing
7.12	Refer development plans to the Fire Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance.	CD [CP]	Ongoing
7.13	Resolve extended response time problems by: • adding a fire station at the Pierpont/Harbor area, • relocating Fire Station #4 to the Community Park site, • increasing firefighting and support staff resources, • reviewing and conditioning annexations and development applications, and • require the funding of new services from fees, assessments, or taxes as new subdivisions are developed.	FD	Long-term
7.14	Educate and reinforce City staff understanding of the Standardized Emergency Management System for the State of California.	FD	Ongoing
7.15	Increase public access to police services by: • increasing police staffing to coincide with increasing population, development, and calls for	PD	Ongoing

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	service, • increasing community participation by creating a Volunteers in Policing Program, and • require the funding of new services from fees, assessments, or taxes as new subdivisions are developed.		
7.16	Provide education about specific safety concerns such as gang activity, senior-targeted fraud, and property crimes.	PD	Ongoing
7.17	Establish a nexus between police department resources and increased service demands associated with new development.	PD	Mid-term
7.18	Continue to operate the Downtown police storefront.	PD	Ongoing
7.19	Expand Police Department headquarters as necessary to accommodate staff growth	PD	Mid-term
7.20	Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.	FD [IS]	Short-term
7.21	Require analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval.	FD [IS]	Ongoing
7.22	In accordance with Ordinance 93-37, require payment of fees to fund regional transportation demand	CD [LD]	Ongoing

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	management (TDM) programs for all projects generating emissions in excess of Ventura County Air Pollution Control District adopted levels.		
7.23	Require individual contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines.	PW [E]	Ongoing
7.24	Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.	CD [CP]	Ongoing
7.25	Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects.	CD [LRP]	Short-term
7.26	Seek funding for cleanup of sites within the Brownfield Assessment Demonstration Pilot Program and other contaminated areas in West Ventura.	CD [ED]	Mid-term
7.27	Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending	FD [IS]	Ongoing

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	upon the nature of any identified contamination).		
7.28	Educate residents and businesses about how to reduce or eliminate the use of hazardous materials, including by using safer non-toxic equivalents.	PW [MS]	Ongoing
7.29	Require non-agricultural development to provide buffers, as determined by the Agriculture Commissioner's Office, from agricultural operations to minimize the potential for pesticide drift.	CD [CP]	Short-term
7.30	Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate City, County, State and Federal agencies in the event of a violation.	FD [IS]	Ongoing
7.31	Work toward voluntary reduction or elimination of aerial and synthetic chemical application in cooperation with local agricultural interests and the Ventura County agricultural commissioner.	FD [IS]	Mid-term
7.32	Require acoustical analyses for new residential developments within the mapped 60 decibel (dBA) CNEL contour, or within any area designated for commercial or industrial use, and require mitigation necessary to ensure that: • Exterior noise in exterior spaces of new residences and other noise sensitive uses that are used for recreation (such as patios and gardens) does not exceed 65 dBA CNEL, and • Interior noise in habitable rooms of new residences does not exceed 45 dBA CNEL with all windows closed.	FD [IS]	Ongoing

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7.33	As funding becomes available, construct sound walls along U.S. 101, SR 126, and SR 33 in areas where existing residences are exposed to exterior noise exceeding 65 dBA CNEL.	PW [E]	Long-term
7.34	Request that sound levels associated with concerts at the County Fairgrounds be limited to 70 dBA at the eastern edge of that property.	CS	Short-term
7.35	Request the termination of auto racing at the County fairgrounds	CS	Short-term
7.36	Amend the noise ordinance to restrict leaf blowing, amplified music, trash collection, and other activities that generate complaints.	FD [IS]	Short-term
7.37	Use rubberized asphalt or other sound reducing material for paving and re-paving of City streets.	PW [E]	Ongoing
7.38	Update the Noise Ordinance to provide standards for residential projects and residential components of mixed-use projects within commercial and industrial districts.	CD [LRP]	Short-term
8.1	Work closely with schools, colleges, and libraries to provide input into site and facility planning.	CS	Ongoing
8.2	Organize a regional education summit to generate interest in and ideas about learning opportunities.	CS	Mid-term
8.3	Adopt joint-use agreements with libraries, schools, and other institutions to maximize use of educational facilities.	CS	Mid-term
8.4	Distribute information about local educational programs.	CS	Mid-term

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Number	Action	Lead Entity	Timeframe
8.5	Install infrastructure for wireless technology and computer networking in City facilities.	AS	Short-term
8.6	Establish educational centers at City parks.	PW [P] CS	Mid-term
8.7	Work with the State Parks Department to establish a marine learning center at the Harbor.	PW [P]	Long-term
8.8	Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development.	CD [LRP]	Ongoing
8.9	Complete a new analysis of community needs, rethinking the role of public libraries in light of the ongoing advances in information technology and the changing ways that individuals and families seek out information and life-long learning opportunities.	CS	Mid-term
8.10	Reassess the formal and informal relationships between our current three branch public libraries and school libraries – including the new Ventura College Learning Resource Center – as well as joint use of facilities for a broader range or compatible public, cultural, and educational uses.	CS	Mid-term
8.11	Develop a Master Plan for Facilities, Programs, and Partnerships to create an accessible, robust, and vibrant library for the 21st Century system, taking into consideration that circulation of books is no longer the dominant function but will continue to be an important part of a linked network of learning centers.	CS	Mid-term
8.12	Develop formal partnerships, funding, capital strategies, and joint use agreements to implement the	CS	Ongoing

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	new libraries Master Plan.		
9. OUR CREATIVE COMMUNITY			
9.1	Require works of art in public spaces per the City's Public Art Program Ordinance.	CD [CP]	Mid-term
9.2	Sponsor and organize local art exhibits, performances, festivals, cultural events, and forums for local arts organizations and artists.	CS	Ongoing
9.3	Expand outreach and publicity by: ♦ promoting locally produced art and local cultural programs, ♦ publishing a monthly calendar of local art and cultural features, ♦ distributing the *State of the Arts* quarterly report, and ♦ offering free or subsidized tickets to events.	CS	Ongoing
9.4	Support the creative sector through training and other professional development opportunities.	CS	Short-term
9.5	Work with the schools to integrate arts education into the core curriculum	CS	Short-term
9.6	Promote the cultural and artistic expressions of Ventura's underrepresented cultural groups.	CS	Mid-term
9.7	Offer ticket subsidy and distribution programs and facilitate transportation to cultural offerings.	CS	Ongoing
9.8	Increase the amount of live-work development, and allow its use for production, display, and sale of	CD [LRP]	Ongoing

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Number	Action	Lead Entity	Timeframe
	art.		
9.9	Work with community groups to locate sites for venues for theater, dance, music, and children's programming.	CS [CR]	Mid-term
9.10	Provide incentives for preserving structures and sites that are representative of the various periods of the city's social and physical development.	CD [LRP]	Mid-term
9.11	Organize and promote multi-cultural programs and events that celebrate local history and diversity.	CS [CA]	Ongoing
9.12	Allow adaptive reuse of historic buildings.	CD [LRP]	Short-term
9.13	Work with community groups to identify locations for facilities that celebrate local cultural heritage, such as a living history Chumash village and an agricultural history museum.	CS [CA]	Long-term
9.14	Require archaeological assessments for projects proposed in the Coastal Zone and other areas where cultural resources are likely to be located.	CD [CP]	Ongoing
9.15	Suspend development activity when archaeological resources are discovered, and require the developer to retain a qualified archaeologist to oversee handling of the resources in coordination with the Ventura County Archaeological Society and local Native American organizations as appropriate.	CD [CP]	Ongoing
9.16	Pursue funding to preserve historic resources.	CS	Ongoing

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9.17	Provide incentives to owners of eligible structures to seek historic landmark status and invest in restoration efforts.	CD [LRP]	Short-term
9.18	Require that modifications to historically-designated buildings maintain their character.	CD [CP]	Ongoing
9.19	For any project in a historic district or that would affect any potential historic resource or structure more than 40 years old, require an assessment of eligibility for State and federal register and landmark status and appropriate mitigation to protect the resource.	CD [CP]	Ongoing
9.20	Seek input from the City's Historic Preservation Commission on any proposed development that may affect any designated or potential landmark.	CD [CP]	Ongoing
9.21	Update the inventory of historic properties.	CD [LRP]	Ongoing
9.22	Create a set of guidelines and/or policies directing staff, private property owners, developers, and the public regarding treatment of historic resources that will be readily available at the counter.	CD [LRP]	Short-term
9.23	Complete and maintain historic resource surveys containing all the present and future components of the historic fabric within the built, natural, and cultural environments.	CD [LRP]	Ongoing
9.24	Create a historic preservation element.	CD [LRP]	Long-term
10. OUR INVOLVED COMMUNITY			
10.1	Conduct focused outreach efforts to encourage all members of the community – including youth, seniors, special needs groups, and non-English speakers – to participate in City activities.	CM [CE]	Short-term

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10.2	Obtain public participation by seeking out citizens in their neighborhoods and gathering places such as schools, houses of worship and public spaces.	CM [CE]	Ongoing
10.3	Invite civic, neighborhood, and non-profit groups to assist with City project and program planning and implementation.	CD	Ongoing
10.4	Provide incentives for City staff to participate in community and volunteer activities.	HR	Short-term
10.5	Invite seniors to mentor youth and serve as guides at historical sites.	CS	Short-term
10.6	Offer internships in City governance, and include youth representatives on public bodies.	CS	Mid-term
10.7	Continue to offer the Ambassadors program to obtain citizens assistance with City projects.	PW	Ongoing
10.8	Utilize the City website as a key source of information and expand it to serve as a tool for civic engagement.	CM [CE]	Short-term
10.9	Publish an annual report that evaluates City performance in such areas as conservation, housing, and economic development.	CD	Mid-term
10.10	Continue to improve the user-friendliness of the media that communicate information about the City, including the website, cable channels, newsletters, kiosks, and water billing statements.	CM [CE]	Short-term
10.11	Establish a clear policy toward the scope, role, boundaries, and jurisdiction of neighborhood Community Councils citywide, with the objectives of strengthening their roles in decision-making.	CD [LRP]	Mid-term

KEY TO ABBREVIATIONS	
AS = Administrative Services Department AS [P] = Purchasing CA = City Attorney CD = Community Development Department CD [A] = Administration CD [CP] = Current Planning CD [LRP] = Long Range Planning CD [ED] = Economic Development CD [LD] = Land Development CD [RDA] = Redevelopment Agency CC = City Council CM = City Manager's Department CM [CE] = Civic Engagement CS = Community Services Department CS [CR] = Community Recreation	CS [CA] = Cultural Affairs CS [GS/AS] = Golf Services/Adult Sports CS [SS] = Social Services FD = Fire Department FD [IS] = Inspection Services HR = Human Resources Department PD = Police Department PW = Public Works Department PW [E] = Engineering PW [P] = Parks PW [MS] = Maintenance Services PW [U] = Utilities Short-term = 0-5 years Mid-term = 5-10 years Long-term = 10-20 years Ongoing = May require short-, mid-, and long-term action
= Action included in the Land Use Plan of the City's Local Coastal Program	

Number	Action	Lead Entity	Timeframe
10.12	Establish stronger partnerships with neighborhood Community Councils to set area priorities for capital investment, community policing, City services, commercial investment, physical planning, education, and other concerns, to guide both City policies and day-to-day cooperation and problem-solving.	CD [LRP]	Ongoing
10.13	Recognizing that neighborhood empowerment must be balanced and sustained by overall City policies and citywide vision and resources – establish a citywide Neighborhood Community Congress where local neighborhood Community Councils can collaborate and learn from each other.	CM[CE]	Mid-term
10.14	Establish clear liaison relationships to foster communication, training, and involvement efforts between the City, neighborhood Community Councils and other community partners, including the Ventura Unified School District and business, civic, cultural and religious groups.	CM [CE]	Short-term

ORDINANCE NO. 95-33

AN ORDINANCE OF THE PEOPLE OF THE CITY OF SAN BUENAVENTURA ADOPTING AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN WITH RESPECT TO THE PRESERVATION OF AGRICULTURAL LANDS.

The people of the City of San Buenaventura do hereby ordain as follows:

Section 1. Findings and Purpose.

A. The protection of existing agricultural and watershed lands is of critical importance to present and future residents of the City of San Buenaventura (City of Ventura). Agriculture has been and remains the major contributor to the economy of the City and County of Ventura, creating employment for many people, directly and indirectly, and generating substantial tax revenues for the City.

B. In particular, the City of Ventura and surrounding area, with its unique combination of soils, micro-climate and hydrology, has become one of the finest growing regions in the world. Vegetable and fruit production from the County of Ventura and in particular production from the soils and silt from the Santa Clara and Ventura rivers have achieved international acclaim, enhancing the City's economy and reputation.

C. Uncontrolled urban encroachment into agricultural and watershed areas will impair agriculture and threaten the public health, safety and welfare by causing increased traffic congestion, associated air pollution, and potentially serious water problems, such as pollution, depletion, and sedimentation of available water resources. Such urban encroachment would eventually result in both the unnecessary, expensive extension of public services and facilities and inevitable conflicts between urban and agricultural uses.

D. The unique character of the City of Ventura and quality of life of City residents depend on the protection of a substantial amount of open space lands. The protection of such lands not only ensures the continued viability of agriculture, but also protects the available water supply and contributes to flood control and the protection of wildlife, environmentally sensitive areas, and irreplaceable natural resources.

E. The Resolution by which the City of Ventura adopted its Comprehensive Plan on August 28, 1989, Resolution No. 89-103, at page 4, contains in part the following "mitigation measures" in recognition of the importance of preserving agriculture resources:

> "Any potential significant adverse impacts are mitigated by substantially limiting the amount of agricultural land converted from an agricultural land use designation limiting the amount of prime farmland converted, and by making the various agricultural land areas designated for potential development subject to conditions which narrowly limit the possible land use."

F. The Comprehensive Plan sets out as Objective 4 (at II-9) the desire to:

"Continue to preserve agricultural and other open space lands within the City's Planning Area."

And, the Comprehensive Plan describes as the first Goal of its Resource Element (at II-3) the objective to:

> "Preserve agricultural and open space lands as a desirable means of shaping the City's internal and external form and size, and of serving the needs of residents."

G. The purpose of this initiative is to ensure that the Goals and Objectives of the Comprehensive Plan are inviolable by transitory short-term political decisions and that agricultural, watershed and open space lands are not prematurely or unnecessarily converted to other non-agricultural or non-open space uses without public debate and a vote of the people. Accordingly, the initiative ensures that until December 31, 2030, the general plan provisions governing agricultural land use designation and intent may not be change except by vote of the people. In addition, the initiative provides that any lands designated as "Agriculture Use", referring to both "Agricultural Use (not to be reconsidered until after the Year 2010" and Agricultural/Institutional" on the City of Ventura's General Plan "Land Use Plan Map" adopted by the City Council by Resolution 89-103 on August 28, 1989, as amended through February 1, 1995, will remain designated as Agricultural Use until December 31, 2030, unless the land is redesignated to another land use category by vote of the people, or redesignated by the City Council for the City of San Buenaventura pursuant to the procedures set forth in this initiative.

H. This initiative allows the City Council to redesignate agriculture lands only if certain if certain findings can be made, including (among other things) that the land is proven to be unsuitable for any form of agriculture and redesignation is necessary to avoid an unconstitutional taking of property without just compensation.

Section 2. General Plan Amendment.

The Agricultural Lands Preservation Initiative hereby reaffirms and readopts until December 31, 2030, The "Agricultural Use" designations as defined in the City of San Buenaventura Comprehensive Plan adopted August 28, 1989, as amended through February 1, 1995, at pages III-25 and III-26, with the modification that the "target date" is extended from 2010 until after December 31, 2030.

The following terminology shall replace the current "Agricultural Use" designation defined at page III-25 of The Plan:

Agricultural Use

The Agricultural Use (not to be reconsidered until after the Year 2030) category identifies those lands that are designated for agricultural use on the Land Use Plan Map.

The target date of 2030 associated with the Agricultural Use designation indicates a review date after which agriculturally designated lands may be reconsidered for urban uses. However, during the life of this plan as amended by initiative, it is intended that only agricultural uses are permitted on these lands, except as such lands may be appropriate to public open space and recreational usage. Furthermore, any updates to this Plan are not intended to imply that development would necessarily be appropriate at hat time.

In addition, the initiative hereby reaffirms and readopts until December 31, 2030, the "Agricultural" designations set forth on the of the City of Ventura Comprehensive Plan "Land Use Plan Map" adopted by the City Council on August 28, 1989, as amended through February 1, 1995, which map is incorporated herein by reference, modified, as appropriate, to delete the reference year 2010 and replace it with the reference year 2030.

Finally, the text of the Amendment Procedures of the City of Ventura Comprehensive Plan adopted August 28, 1989, as amended through February 1, 1995, (at XI-I) shall be amended to add a new subsection which provides:

Limitation on General Plan Amendments Relating to "Agricultural Use"

a) Until December 31, 2030, the provisions and designations governing the intent for lands designated "Agricultural Use" of the Land Use Element and Resource Element adopted on August 28, 1989, as amended through February 1, 1995, shall not be amended unless such amendment is approved by vote of the people.

b) All those lands designated as "Agricultural Use" in the City of Ventura Comprehensive Plan "Land Use Plan Map" adopted by the City Council on August 28, 1989 as amended through February 1, 1995, shall remain so designated until December 31, 2030 unless redesignated to another general plan land use category by vote of the people, or redesignated by the City Council pursuant to the procedures set forth in subsections c) or d), below.

c) Except as provided in subsection d), below, land designated as "Agricultural Use" may be redesignated by the City Council to a land use other than "Agricultural Use" as defined by the Comprehensive Plan adopted by the City Council on August 28, 1989, as amended through February 1, 1995, only if the City Council makes all of the following findings supported by the evidence:

   i) The land is immediately adjacent to areas developed in a manner comparable to the proposed use;

   ii) Adequate public services and facilities are available and have the capacity and capability to accommodate the proposed use;

   iii) The proposed use is compatible with agricultural uses, does not interfere with accepted agricultural practices, and does not adversely affect the stability of land use patterns in the area;

   iv) The land proposed for redesignation has not been used for agricultural purposes in the past 2 years and is unusable for agriculture due to its topography, drainage, flooding, adverse soil conditions or other physical reasons; and

v) The land proposed for redesignation pursuant to this subsection (c) does not exceed 40 acres for any one landowner in any calendar year, and one landowner may not obtain redesignation in the Comprehensive Plan of "Agricultural Use" land pursuant to this subsection (c) more often than every other year. Landowners with any unity of interest are considered one landowner for purposes of this limitation.

d) Land designated as "Agricultural Use" on the Land Use Plan Map may be redesignated to another land use category by the City Council if each of the following conditions are satisfied:

i) The City Council makes a finding that the application of the provisions of Section 2 (a) would constitute an unconstitutional taking of the landowners' property; and

ii) In permitting the redesignation, the City Council allows additional land uses only to the extent necessary to avoid said unconstitutional taking of the landowner's property.

e) Approval by a vote of the people is accomplished when a Comprehensive Plan amendment is placed on the ballot through any procedure provided for in the Election Code, and a majority of the voters vote in favor of it. Whenever the City Council adopts an amendment requiring approval by a vote of the people pursuant to the provisions of this subsection, the City Council's action shall have no effect until after such a vote is held and a majority of the voters vote in favor of it. The City Council shall follow the provisions of the Election Code in all matters pertaining to such an election.

Section 3. Implementation.

A. Upon the effective date of this initiative, the initiative shall be deemed inserted in the City of Ventura's Comprehensive Plan as an amendment thereof; except, that if the four amendments of the mandatory elements of the general plan permitted by state law for any given calendar year have already been utilized in 1995, prior to the effective date of this initiative, this Comprehensive Plan amendment shall be deemed inserted in the City's General Plan on January 1, 1996. At such time as this Comprehensive Plan amendment is deemed inserted in the City's Comprehensive Plan (hereinafter, the "insertion date") any provisions of the City's Zoning Ordinance inconsistent with that amendment shall not be enforced to the extent of the inconsistency. Within 180 days of the insertion date, the City shall complete

such revisions of its Comprehensive Plan, including, but not limited to, the Comprehensive Plan Land Use Plan Map adopted by the City Council on August 28, 1989, (as amended through February 1, 1995) and accompanying test, as are necessary to achieve consistency with all provisions of this initiative. Also, within 180 days of the insertion date, the City Council shall complete such revisions of its Zoning Ordinance and other land use regulations as are necessary to conform to and be consistent with all provisions of this initiative.

B. The provisions of this initiative shall prevail over any revisions to the City of Ventura's Comprehensive Plan as amended through February 1, 1995, or to the City of Ventura's Land Use Plan Map as amended through February 1, 1995 which conflict with the initiative. Except as provided in Section 4 below, upon the specific plans, tentative or final subdivision maps, parcel maps, conditional use permits, building permits or other ministerial or discretionary entitlements for use not yet approved or issued shall not be approved or issued unless consistent with the policies and provisions of this initiative.

Section 4. Exemptions for Certain Projects.

This initiative shall not apply to or affect any property owner whose property has acquired any of the following prior to its effective date:

A. A vested right pursuant to state law;

B. A validly approved and fully executed development agreement with the City; or

C. Approval of a vesting tentative map.

Section 5. Severability.

If any portion of this initiative is declared invalid by a court, the remaining portions are to be considered valid.

Section 6. Amendment or Repeal.

This initiative may be amended or repealed only by the voters at a general election.

STATE OF CALIFORNIA)
COUNTY OF VENTURA) ss
CITY OF SAN BUENAVENTURA)

I, BARBARA J. KAM, City Clerk of the City of San Buenaventura, California, do hereby certify that the foregoing Ordinance was adopted by the voters of the City of San Buenaventura at the General Municipal Election held on November 7, 1995 and subsequently declared adopted by the City Council of the City of San Buenaventura on November 27, 1995. The Ordinance shall take effect December 7, 1995. This ordinance shall not be repealed or amended except by a vote of the people, unless provision is otherwise made in the original ordinance.

Dated this 30th day of November, 1995.

Barbara J. Kam, CMC
City Clerk

Ventura Hillside Voter Participation Measure

The people of the City of San Buenaventura do ordain as follows:

Section 1. Title

This measure shall be known as the Ventura Hillside Voter Participation Measure.

Section 2. Purpose

The overall purpose of this measure is to allow City voters to participate in the review process relating to non-exempt development projects that may be proposed in a certain portion of the "Hillside Area" of the City as defined in the City's Comprehensive Plan Update to the Year 2010 (hereafter the "Comprehensive Plan"). The portion of the Hillside Area under consideration lies generally north of the City, constitutes an area approximately 9108 acres in size, and is further depicted as the "Hillside Voter Participation Area" indicated in Exhibit "A" attached hereto and made a part hereof. The proposed Hillside Voter Participation Area (also referred to from time to time hereafter as "HVP Area" or "HVPA") is outside the Ventura City limits, but it is within the "Planning Area" of the City of San Buenaventura as further indicated on Exhibit "A." The Comprehensive Plan Land Use Map currently designates the properties within the proposed Hillside Voter Participation Area as "Hillside Planned Residential" or "HPR" rather than "Agricultural" and, therefore, these properties are not subject to the Save Our Agricultural Resources ("SOAR") Initiative adopted by the voters in 1995.

In the recent past, some property owners within the proposed Hillside Voter Participation Area have publicly presented initial proposals to develop those properties with a combination of residential uses and open space and recreational areas proposed to include, among other things, hiking and equestrian trails for use by the public. In the course of public meetings and informational workshops discussing these proposals, it has become apparent that there is a high level of public concern over potential issues of scenic resource protection, open space and recreational opportunities, infrastructure needs, traffic circulation, and other development-related issues arising from any proposed changes in the use of this important part of the City's Planning Area. This measure, in recognition of this heightened public concern, is intended to provide the electorate of the City of San Buenaventura with an opportunity to vote on the approval of any such development proposals or any similar proposals to extend urban services to the Hillside Voter Participation Area or develop property in the Hillside Voter Participation Area with urbanized land uses.

More particularly, this measure proposes to amend the Comprehensive Plan of the City of San Buenaventura by adding a requirement that approvals for extensions of "urban services" (defined in the City's Hillside Management Program as the provision of domestic water and sewers) or any proposed "urbanized uses of land" (as defined herein) in the Hillside Voter Participation Area cannot be granted without prior approval by a majority vote of the electorate.

Section 3. Comprehensive Plan Amendment

The following text shall be inserted into the Land Use Element of the Comprehensive Plan at page 111-8 thereof:

Hillside Voter Participation Area

The electorate of the City of Ventura has adopted a Hillside Voter Participation Area (Ventura HVP Area). Its purpose, principles, implementation procedures, and methodologies for amendment are set forth in this Comprehensive Plan amendment.

A. PURPOSE

The City of Ventura Hillside Area, with its unique topography, viewsheds, watershed lands; its unique microclimate and hydrology, and its diversity of plant and wildlife resources, is one of the finest scenic resources in the Southern California region. The Comprehensive Plan recognizes the unique and important qualities and potential of the Hillside Area in, among other provisions, the declaration of specialized Objectives and Policies for the Hillside Area in the Resources Element of the Plan and the Plan's requirements for continuing operation of, and compliance with, the City's Hillside Management Program.

This Comprehensive Plan amendment is intended to provide for an increased level of public awareness and participation in the development review process applicable to that portion of the Hillside Area described and depicted in Exhibit "A" as the "Hillside Voter Participation Area." It is further intended to provide assurance to the public that any proposed development in the Hillside Voter Participation Area appropriately takes into account the Area's unique combination of viewshed, watershed, open space, scenic area, and environmentally sensitive habitat, and that agricultural, viewshed, watershed, and open space lands in the Hillside Voter Participation Area are not converted to urban or other non-open space uses without public discussion and a vote of the people. Increasing citizen participation in the development review process through the establishment of a Hillside Voter Participation Area enhances the City's sense of community, allows for development unique to the City of Ventura, and promotes the efficient use of the City's infrastructure.

More specifically, this Comprehensive Plan amendment is intended to provide an opportunity for the public to be involved in insuring that any development projects proposed in the Hillside Voter Participation Area, shall, at a minimum:

1. Maintain the scenic character of the hillsides in areas of future development, by preserving significant natural landmarks and scenic ridgelines and slopes.

2. Provide increased recreational opportunities for existing and future hillside and other City residents, by improving access to existing parks and establishing additional parks or open, non-developed areas in conjunction with future hillside development.

3. Maximize public access to hillside open space and recreation areas, by establishing a system of linear parks and hiking trails along scenic ridges and barrancas.

4. Minimize the impact of hillside development on sensitive natural habitats and historical or archaeological resources.

B. PRINCIPLES

Inappropriate urban encroachment into Hillside open space, viewshed, watershed, scenic areas, and biological resource areas would have the potential to impact sensitive environmental areas, unwarrantedly intrude on open space, diminish the quality of life and threaten the public health, safety and welfare by leading to increased traffic congestion, associated air pollution, erosion, alteration of sensitive lands in watershed areas and causing potentially serious water problems, such as pollution, depletion and sedimentation of available water resources not only for the City of Ventura, but for its jurisdictional neighbors. Inappropriate urban encroachment could further result in the unwarranted extension of public services and facilities into sensitive areas.

The unique character of the City of Ventura and quality of life of City residents depends on the appropriate protection of the Hillside Area's substantial amount of open space, viewshed, watershed, scenic resources, and biological resources. The increased public awareness and involvement in the fate of such lands through the implementation of this Comprehensive Plan amendment will provide the public a special opportunity to assure that future generations of Ventura citizens will not be deprived of the benefits of access to a viable water supply, flood and erosion control, protection of viewsheds, wildlife, environmentally sensitive areas, open space and recreational areas, and irreplaceable natural resources.

C. IMPLEMENTATION

(1) There is hereby established a Ventura Hillside Voter Participation Area (Ventura HVP Area). The Ventura HVP Area is that portion of the Hillside Area delineated and depicted in Exhibit "A" of this Comprehensive Plan amendment (hereafter, the "HVP Area Map"). As shown on the HVP Area Map, the southern boundary of the HVP Area generally follows the northern segment of the City's incorporated limit as established by the Local Agency Formation Commission for the City of Ventura, except as the HVP boundary line runs northerly of some small residential lots on or near Foothill Road west of Arroyo Verde Park as further depicted on Exhibit "A." East of Harmon Barranca, the HVP Area boundary generally follows the alignment of Foothill Road eastward to the boundary of the City's Planning Area. The northerly boundary of the HVP Area continues, generally, as the northern boundary of the City's Planning Area. The westerly boundary of the HVP Area alternately follows the City limit boundary or Sphere of Influence boundary easterly of the North Avenue area. The foregoing narrative description is intended to be general in nature and all of the foregoing is more particularly depicted and described in Exhibit "A'

Insofar as the HVP Area boundary described and depicted in this Comprehensive Plan amendment, including Exhibit "A" hereto, is said or shown to be coterminous with either the City's incorporated limit or the City's Sphere of Influence boundary, or with the boundary of the City's Planning Area, such references are intended to be, and shall be construed to be, the location of the City limit boundary or Sphere of Influence boundary or boundary of the City's Planning Area. as applicable, as each of those boundaries are established for the City of Ventura as of January 1, 2001. Although the HVP Area boundary is established, in part, in generally the same location as the City limit boundary, or in some instances, the Sphere of Influence boundary, the establishment of the HVP Area boundary is not intended to and shall in no way inhibit the Local Agency Formation Commission from changing or altering the City limit boundary or Sphere of Influence boundary in accordance with State law. The boundary of the HVP Area, although incidentally coterminous as of one point in time with the City limit boundary or Sphere of Influence boundary or boundary of the City's Planning Area, is independent from these boundaries in legal significance and purpose. While the City limit boundary or Sphere of Influence boundary may be, from time to time, altered by the Local Agency Formation Commission, or the boundary of the City's Planning Area may be changed, the HVP Area boundary shall not be changed except as provided herein.

(2) Until December 31, 2030, the City of Ventura shall not extend urban services into, and shall not authorize urbanized uses of land within, the Ventura Hillside Voter Participation Area unless otherwise authorized by a vote of the people, except for the purpose of construction of public potable water facilities, public parks or other city government facilities or as otherwise provided or excepted herein. Upon the effective date of this Hillside Voter Participation Area Comprehensive

Plan amendment, the City and its departments, boards, commissions, officers and employees shall not grant, or by inaction allow to be approved by operation of law, any Comprehensive Plan amendment, rezoning, specific plan, subdivision map, conditional use permit, building permit or any other ministerial or discretionary entitlement, which is inconsistent with the purposes of this Comprehensive Plan amendment, unless in accordance with the amendment procedures of Section 4 of this Comprehensive Plan amendment.

(3) "Urbanized uses of land" shall mean any development that would require the establishment of new community sewer systems or the significant expansion of existing community sewer systems; or, would result in the creation of residential densities greater than one primary residential unit per 40 acres in area; or, would result in the establishment of commercial or industrial uses that are neither agriculturally-related nor related to the production of mineral resources.

(4) The Land Use Map is amended to reflect the existence of the Ventura Hillside Voter Participation Area as generally described in paragraph (1) above and as depicted in Exhibit "A," attached hereto.

(5) The Hillside Voter Participation Area, as defined herein, may not be amended, altered, revoked or otherwise changed prior to December 31, 2030, except by vote of the people or by the City Council pursuant to the procedures set forth in Section 4 of this Comprehensive Plan amendment. For purposes of this Ordinance, approval by a vote of the people is accomplished when a Comprehensive Plan amendment is placed on the ballot through any procedure provided for in the Election Code, and a majority of the voters vote in favor of it. Whenever the City Council adopts an amendment requiring approval by a vote of the people pursuant to the provisions of this subsection, the City Council's action shall have no effect until after such a vote is held and a majority of the voters vote in favor of it. The City Council shall follow the provisions of the Election Code in all matters pertaining to such an election.

Section 4. Changes to Area: Procedures.

Until December 31, 2030, the foregoing Purposes, Principles and Implementation provisions of this Comprehensive Plan amendment, and the Hillside Voter Participation Area may be amended only by a vote of the people commenced pursuant to the initiative process by the public, or pursuant to the procedures set forth below:

A. The City Council may amend the boundary of the Hillside Voter Participation Area depicted on Exhibit "A" if it finds such amendment to be in the public interest, provided that the amended boundary enlarges said Hillside Voter Participation Area established by this Comprehensive Plan amendment.

B. The City Council, following at least one public hearing for presentation by an applicant and the public, and after compliance with the California Environmental Quality Act, may amend the Hillside Voter Participation Area described herein, based on substantial evidence in the record, if the City Council makes each of the following findings:

(1) Application of the provisions of subsections (A) or (B) of the amendment procedures set forth in this Section 4 are unworkable and failure to amend the Hillside Voter Participation Area would constitute an unconstitutional taking of a landowner's property for which compensation would be required or would deprive the landowner of a vested right; and

(2) The amendment and associated land use designations will allow additional land uses only to the minimum extent necessary to avoid said
unconstitutional taking of the landowner's property or to give effect to the vested right.

C. The City Council, following at least one public hearing for presentations by an applicant and the public, and after compliance with the California Environmental Quality Act, may place any amendment to the Hillside Voter Participation Area or the provisions of this Comprehensive Plan amendment on the ballot pursuant to the mechanisms provided by state law.

D. The Comprehensive Plan may be reorganized and individual provisions, including the provisions of this ordinance, maybe renumbered or reordered in the course of ongoing updates of the Comprehensive Plan in accordance with the requirements of state law.

Section 5. No Changes to Save Our Agricultural Resources Initiative

Any restrictions imposed upon the City of San Buenaventura limiting the City's ability to redesignate, or allow development of, property designated "Agricultural" that are in effect as a result of the "SOAR" initiative approved by the voters in 1995 and adopted by the City Council as Ordinance No. 95-33 shall remain in full force and effect and shall not be amended, modified, altered, or abridged by the adoption of this ordinance.

Section 6. Exemptions:

The provisions of this ordinance do not apply to:

A. Construction or reconstruction of, or related to, public potable water facilities, public: parks or other city government facilities; or

B. Construction or reconstruction of no more than one residential dwelling unit, and incidental uses or structures related thereto, on an individual parcel of land that is lawfully established of record as of the effective date of this Comprehensive Plan amendment and that is contiguous to the City's incorporation boundary but only to the extent that such a legally established parcel is developed with, or proposed to be developed with, no more than one residential dwelling unit; or

C. Any development that would result in the creation of residential densities equal to or less than one primary residential unit per 40 acres in area; or, would result in the establishment of commercial or industrial uses that are agriculturally-related or related to the production of mineral resources; or

D. Any development project that has obtained, as of the effective date of this Comprehensive Plan amendment, a vested right pursuant to state or local law; or

E. Uses that are "incidental' (as the City's Zoning Ordinance defines "incidental uses") to uses lawfully established as of the effective date of this Comprehensive Plan amendment.

Section 7. Interpretation

This ordinance shall be broadly construed in order to achieve the purposes stated in this ordinance. It is the intent of the voters that the provisions of this measure shall be interpreted by the City and others in a manner that promotes public participation in decision-making relating to future development proposals within in the Hillside Voter Participation Area.

Section 8. Insertion Date

A. Upon the effective date of this ordinance, Sections 3, 4, 5, 6, and 7 of this ordinance shall be deemed inserted in the Comprehensive Plan and the Land Use Map referred to in Part C of Section 3 shall be deemed amended even though the reprinting may not occur until it can be carried out by the staff of the City of San Buenaventura.

B. The Comprehensive Plan in effect at the time the City Council decided to place this measure on the ballot, and the Comprehensive Plan as amended by this ordinance, comprise an integrated, internally consistent and compatible statement of policies for the City of San Buenaventura. In order to ensure that the Comprehensive Plan remains an integrated, internally consistent and compatible statement of policies and to ensure that the actions of the voters in enacting this ordinance are given effect, any provision of the Comprehensive Plan that is adopted between July 23, 2001 and the effective date of this ordinance, to the extent that such provision is inconsistent with this ordinance, shall be amended as soon as possible and in the manner and time required by state law to ensure consistency between such provision and Section 3 of this ordinance. In the alternative, such interim-enacted inconsistent provisions shall be repealed.

Section 9. Amendment or Repeal

This ordinance may be amended or repealed only by the voters of the City of San Buenaventura at an election held in accordance with state law, except as expressly provided by Section 4 herein.

The people of the City of San Buenaventura do ordain as follows:

Section 1. Title

This measure shall be known as the Ventura Community Park SOAR Amendment.

Section 2. Purpose

The purpose of this measure is to allow the City to develop a Community Park on a parcel of property located at the northwest corner of the intersection of Kimball Road and Telephone Road. The subject property, which is approximately 100 acres in size, is further described in Exhibit "A," attached hereto and made a part hereof, and is hereafter referred to as the "Property." Most of the Property is outside the Ventura City limits but within the "Planning Area" of the City of San Buenaventura and therefore covered by the City's Comprehensive Plan Update to the Year 2010 (hereafter the "Comprehensive Plan"). The Property is currently designated "Agricultural" under the Comprehensive Plan and, therefore, also subject to the 1995 Save Our Agricultural Resources ("SOAR") Initiative.

The City is proposing to develop the Property with community-oriented public park facilities that may include, among other things, athletic fields, an aquatic facility, a community center and other related buildings and structures for use by the public. If this measure is approved, the City may also construct and operate a fire station on a portion of the Property.

This initiative proposes to amend the Comprehensive Plan of the City of San Buenaventura, by changing the designation of the Property in the Comprehensive Plan Land Use Plan Map from "Agricultural" (or "A") to "Parks" (or "P"). This will allow the City of San Buenaventura to potentially develop the Property with a Community Park without being restricted by the SOAR Initiative.

Section 3. Comprehensive Plan Amendment

Part A.

The following paragraph titled “Parks Uses” is hereby added to the Land Use Element of the Comprehensive Plan, more particularly, to the provisions of the Serra Community Intent and Rationale Statement on page III-96, to read as follows:

“Parks Uses: The Parks Land Use Plan designation is applied to an approximately 100-acre site at the northwest corner of Kimball Road and Telephone Road for the purpose of developing a multi-purpose community-oriented public park on this site. It is further intended that this site should be zoned to the “P” (Parks) zone if and when it is annexed to the City. Design Review should be carried out by the City's Planning Commission prior to the development of any Recreation Services use types on the site to assure that the range of community park uses potentially permitted on the site by the "P" zone are well integrated on the site and compatible with adjacent land uses.”

Part B.

The Property is deleted from the discussion of “Agricultural Uses” in the Serra Community provisions of the Land Use Element of the Comprehensive Plan. To that end, the final paragraph with the heading “Agricultural Use” beginning at the bottom of page III-95 and ending at the top of page III-96 is hereby revised to read as follows:

“Agricultural Use: A 297-acre area between Telephone Road and the Southern Pacific Railroad and a 172-acre area between Bristol Road and the Santa Clara River are designated Agricultural Use, not to be reconsidered until after the Year 2010, to preserve their existing agricultural character.”

Part C.

The Land Use Plan Map incorporated in the Comprehensive Plan is hereby amended, and official copies thereof shall be revised by City staff, to reflect the foregoing amendments to the text of the Land Use Element.

Section 4. Zoning

Upon annexation to the City of San Buenaventura, the zoning classification for the Property shall be "P" (Parks) and the Official Zoning District Map incorporated in the Zoning Ordinance shall, by this Measure, be amended, and official copies thereof shall be revised by City staff, to reflect the foregoing zone change to the Property.

Section 5. Save Open-Space and Agricultural Resources

Any restrictions imposed upon the City of San Buenaventura limiting the City's ability to redesignate, or allow development of, property designated "Agricultural" that are in effect on the day that this Initiative is approved by the voters shall remain in full force and effect except as to the Property. The City of San Buenaventura may allow development of a community park on the Property in accordance with this ordinance.

Section 6. Interpretation

This ordinance shall be broadly construed in order to achieve the purposes stated in this ordinance. It is the intent of the voters that the provisions of this ordinance shall be interpreted by the City of San Buenaventura and others in a manner that facilitates the development of a community park on the Property in accordance with the purposes of this ordinance.

Section 7. Insertion Date

Part A. Upon the effective date of this ordinance, Part A and Part B of Section 3 of this ordinance shall be deemed inserted in the Comprehensive Plan and the Land Use Map referred to in Part C of Section 3 shall be deemed amended even though the reprinting may not occur until it can be carried out by the staff of the City of San Buenaventura.

Part B. The Comprehensive Plan in effect at the time the City Council decided to place this measure on the ballot, and the Comprehensive Plan as amended by this ordinance, comprise an integrated, internally consistent and compatible statement of policies for the City of San Buenaventura.

In order to ensure that the Comprehensive Plan remains an integrated, internally consistent and compatible statement of policies and to ensure that the actions of the voters in enacting this ordinance are given effect, any provision of the Comprehensive Plan that is adopted between [the date the City Council decided to place this measure on the ballot] and the effective date of this ordinance, to the extent that such provision is inconsistent with this ordinance, shall be amended as soon as possible and in the manner and time required by state law to ensure consistency between such provision and Section 3 of this ordinance. In the alternative, such interim-enacted inconsistent provisions shall be repealed.

Section 8. Amendment or Repeal

Section 3 and Section 4 of this ordinance may be amended or repealed only by the voters of the City of San Buenaventura at an election held in accordance with state law.

The people of the City of San Buenaventura do ordain as follows:

Section 1. Title

This ordinance shall be known as the First Assembly of God Land Initiative.

Section 2. Purpose

The purpose of this ordinance is to allow the First Assembly of God (hereafter "Church") to develop a property located at the northwest corner of the intersection of Montgomery Avenue and Northbank Drive. Such property is 25.59 acres and is further described in Exhibit A, attached hereto and made a part hereof, and is hereafter referred to as "Property". The Church wishes to develop the Property in accordance with City of San Buenaventura Ordinance No 95-33 (commonly known as "SOAR") guidelines for a sanctuary, related Church buildings, and athletic fields for use by the community of San Buenaventura.

Since the Property is within the sphere of influence of the City of San Buenaventura, this ordinance (1) amends the Comprehensive Plan Update to the Year 2010 (hereafter the "General Plan") of the City of San Buenaventura, and (2) prezones the Property to the R-1 Single Family zone with a subzone of R-1-1AC. This will allow the City of San Buenaventura to annex the Property with a restricted land use that is compatible with the Church's development of the Property.

Section 3. General Plan Amendment

Part A.

The second paragraph under the heading "Residential Uses" appearing on page III-94 of the General Plan describes the areas that may be used for low-density, single family homes in the Serra Community area of the City of San Buenaventura. The single family use (designated as SF in the General Plan) is the most restrictive land use that will allow the Church to build a sanctuary, related church buildings, and athletic fields. Section 4 of this initiative will further restrict the Property by pre-zoning the Property and requiring a minimum of one acre for each parcel. This will make the Property unattractive for single family development but still acceptable for the Church sanctuary, related Church buildings, and athletic fields. This ordinance adds the Church's 25.59 acre parcel to the SF land use.

The second paragraph under the heading "Residential Uses" appearing on page III-94 of the General Plan is hereby amended to read as follows:

"The SF category is applied to an approximately 3-acre site at the southeast corner of Henderson and Petit Avenue, a 1.7-acre site southerly of Darling Road extended, and a 25.59-acre site located at the northwest corner of Montgomery Avenue and Northbank Drive."

Part B.

The final paragraph with the heading "Agricultural Use" beginning at the bottom of page III-95 and ending at the top of page III-96 of the General Plan describes that portion of the Serra Community area of the City of San Buenaventura which may only be used for agricultural uses. This ordinance deletes the Church's 25.59 acre parcel from the agricultural use category.

The final paragraph with the heading "Agricultural Use" beginning at the bottom of page III-95 and ending at the top of page III-96 of the General Plan is hereby amended to read as follows:

"Agricultural Use: A 100-acre site at the northwest corner of Kimball Road and Telephone, a 297-acre area between Telephone Road and the Southern Pacific Railroad except for the 25.59-acre site located at the northwest corner of Montgomery Avenue and Northbank Drive, and a 172-acre area between Bristol Road and the Santa Clara River are designated Agricultural Use, not to be reconsidered until after the Year 2010, to preserve their existing agricultural character."

Part C.

The map of the Land Use Plan contained in the General Plan shall be redrafted to reflect the foregoing amendments.

Section 4. Zoning

The most restrictive zoning in the City of San Buenaventura which will allow the Church to build a sanctuary, related Church buildings, and athletic fields on the Property is an R-1 Single Family zone with a subzone of R-1-1AC. The R-1-1AC subzone restricts the Property by requiring a minimum of one acre for each parcel. This will make the Property unattractive for single family development but still acceptable for the Church's sanctuary, related Church buildings, and athletic fields.

Therefore, upon annexation of the Property to the City of San Buenaventura the zoning designation for the Property shall be the R-1 Single Family zone with a subzone of R-1-1AC.

Section 5. Save Open-Space and Agricultural Resources

Any restrictions imposed upon he City of San Buenaventura limiting the City's ability to annex property and allow development of such property shall remain in full force and effect except as to the 25.59-acres of the Property.

Section 6. Construction

This ordinance shall be broadly construed in order to achieve the purposes stated in this ordinance. It is the intent of the voters that the provisions of this ordinance shall be interpreted by the City of San Buenaventura and others in a manner that facilitates the development of the Property in accordance with the purposes of this ordinance.

Section 7. Insertion Date

Part A. Upon the effective date of this ordinance, Part A and Part B of Section 3 of this ordinance shall be deemed inserted in the General Plan and the Land Use Map referred to in Part C of Section 3 shall be deemed amended even though the reprinting may not occur until deemed convenient by the City of San Buenaventura.

Part B. The General Plan in effect at the time the Notice of Intention to circulate this initiative was submitted to the City Clerk of the City of San Buenaventura, and the General Plan as amended by this ordinance, comprise an integrated, internally consistent and compatible statement of policies for the City of San Buenaventura. In order to ensure that the General Plan remains an integrated, internally consistent and compatible statement of policies and to ensure that the actions of the voters in enacting this ordinance are given effect, any provision of the General Plan that is adopted between the Notice of Intention and the effective date of this ordinance, to the extent that such provision is inconsistent with this ordinance, shall be amended as soon as possible and in the manner and time required by state law to ensure consistency between such provision and Section 3 of this ordinance. In the alternative, such interim-enacted inconsistent provisions shall be repealed.

Section 8. Amendment or Repeal

Section 3 and Section 4 of this ordinance may be amended or repealed only by the voters of the City of San Buenaventura at an election held in accordance with state law.

EXHIBIT "A"

PARCEL 1:

That portion of Subdivision 98 of Rancho Santa Paula y Saticoy, in the county of Ventura, state of California, as per map recorded in book "A" pag3 290 of Miscellaneous Records (Transcribed Records from Santa Barbara County), in the office of the county recorder of said county, described as follows:

Beginning at the point of intersection of the centerline of the right of way of the Southern Pacific Railroad and the boundary line between Subdivisions 98 and 99 of said Rancho Santa Paula y Saticoy; thence from said point of beginning,

1st: - North 10° 30' West 9.482 chains, more or less, to the southeast corner of that certain Parcel of land conveyed to Charles H. Fowler, by deed dated March 18, 1892, recorded in book 36 page 86 of Deeds; thence,

2nd: - South 79º 30' West 19.25 chains, along the south line of said lands of Charles H. Fowler, to the northeast corner of that certain Parcel of land as conveyed to Emma J. Tyler, by deed dated June 20, 1894, recorded in book 43 page 90 of Deeds; thence,

3rd: - South 10º 30' East 18.982 chains, more or less, along the east line of said lands of Emma J. Tyler, to a point in the centerline of the right of way of the Southern Pacific Railroad; thence along same,

4th: - North 53º 15' East 22.57 chains, more or less, to the point of beginning.

EXCEPT a strip of parcel of land 50 feet wide lying adjoining and immediately west of the east line of the above described land, conveyed to the County of Ventura, as a public highway, by deed recorded July 12, 1889, in book 28 page 338 of Deeds.

ALSO EXCEPT that portion thereof conveyed to the Southern Pacific Railroad Company by deed recorded January 27, 1887 in book 18 page 146 of Deeds.

RESERVING unto the grantor herein, all oil, gas and mineral rights in and to said land, without however, any right of surface entry in and to a depth of 500 feet.

PARCEL 3:

That certain parcel in Lot 99 of the Rancho Santa Paula y Saticoy, marked “not a part of this subdivision” on the map of Tract No. 1333-1, in the City of San Buenaventura, county of Ventura, state of California, as per map recorded in book 30 page 51 of Maps, in the office of the county recorder of said county, and lying northwesterly of the Southern Pacific Railroad right of way, easterly of Bristol Road and southwesterly of Montgomery Avenue, as shown on said map.

RESERVING unto the grantor herein, all oil, gas and mineral rights in and to said land, without however, any right of surface entry in and to a depth of 500 feet from the surface thereof.

ventura's general plan

ATTACHMENTS

"The desire for community is a constant of human nature."

— Steven Price
Urban Advantage
Berkeley, California

CITY OF
VENTURA

21ST CENTURY TOOL KIT

Prelude

The 2005 Ventura General Plan envisions a new direction to protect and preserve its citizens' quality of life. This direction is based on the recognition that zoning and land development, as practiced for the past several decades, has not served our citizens, our city, or our environment as well as it should.

Currently, the two most successful movements created to alleviate this situation are "Smart Growth" and "New Urbanism." Smart Growth is a government initiated approach against sprawl that addresses underlying policy from the top-down, and is primarily marketed by government and similar agencies. New Urbanism is a grass roots, market response to outdated zoning and land use policy as it impacts development and the physical properties of the public realm. Its chief advocates are architects and town designers.

Smart Growth grew out of early New Urbanist work, and both are concerned with the real outcomes of the built environment and how it affects communities environmentally, economically, culturally, and socially.

The Ahwahnee Principles and the Charter for the New Urbanism, listed below, were created early on as "constitutions" that governed these movements. Both are valuable tools that Ventura would be wise to include in it's 21st Century Tool Kit to understand and solve long-standing problems associated with growth and change.

AHWAHNEE PRINCIPLES

Preamble:

Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present, we can plan communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to certain fundamental principles.

Community Principles

1. All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.

2. Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
3. As many activities as possible should be located within easy walking distance of transit stops.
4. A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
5. Businesses within the community should provide a range of job types for the community's residents.
6. The location and character of the community should be consistent with a larger transit network.
7. The community should have a center focus that combines commercial, civic, cultural and recreational uses.
8. The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
9. Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.
10. Each community or cluster of communities should have a well-defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.
11. Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic.
12. Wherever possible, the natural terrain, drainage and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.
13. The community design should help conserve resources and minimize waste.
14. Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.
15. The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

Regional Principles

1. The regional land-use planning structure should be integrated within a larger transportation network built around transit rather than freeways.
2. Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.
3. Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.
4. Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

Implementation Principles

1. The general plan should be updated to incorporate the above principles.
2. Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.

3. Prior to any development, a specific plan should be prepared based on these planning principles.
4. Plans should be developed through an open process and participants in the process should be provided visual models of all planning proposals.

CONGRESS FOR THE NEW URBANISM

THE CONGRESS FOR THE NEW URBANISM views disinvestment in central cities, the spread of placeless sprawl, increasing separation by race and income, environmental deterioration, loss of agricultural lands and wilderness, and the erosion of society's built heritage as one interrelated community building challenge.

WE STAND for the restoration of existing urban centers and towns within coherent metropolitan regions, the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.

WE RECOGNIZE that physical solutions by themselves will not solve social and economic problems, but neither can economic vitality, community stability, and environmental health be sustained without a coherent supportive physical framework.

WE ADVOCATE the restructuring of public policy and development practices to support the following principles: neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice.

WE REPRESENT a broad-based citizenry, composed of public and private sector leaders, community activists, and multidisciplinary professionals. We are committed to reestablishing the relationship between the art of building and the making of community, through citizen-based participatory planning and design.

WE DEDICATE ourselves to reclaiming our homes, blocks, streets, parks, neighborhoods, districts, towns, cities, regions, and environment.

We assert the following principles to guide public policy, development practice, urban planning, and design:

The region: Metropolis, city, and town

1. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.

2. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.

3. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.

4. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.

5. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.

6. The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.

7. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

8. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.

9. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

The neighborhood, the district, and the corridor

1. The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.

2. Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.

3. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.

4. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.

5. Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.

6. Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.

7. Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods, and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.

8. The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.

9. A range of parks, from tot-lots and village greens to ball fields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

The block, the street, and the building

1. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

2. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.

3. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.

4. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.

5. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.

6. Architecture and landscape design should grow from local climate, topography, history, and building practice.

7. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.

8. All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.

9. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

Congress of the New Urbanism, 140 S. Dearborn St., Suite 310, Chicago, IL, 60603, (312) 551-7300
For information, visit www.cnu.org

GLOSSARY OF TERMS IN THE 2005 VENTURA GENERAL PLAN

Abbreviations

ADT: Average number of vehicle trips per day
CEQA: California Environmental Quality Act
CIP: Capital Improvements Program
CNEL: Community Noise Equivalent Level
dB: Decibel
DOF: California Department of Finance
EIR: Environmental Impact Report
FAR: Floor Area Ratio
FEMA: Federal Emergency Management Agency
LAFCo: Local Agency Formation Commission
Ldn: Day and Night Average Sound Level
Leq: Sound Energy Equivalent Level
LOS: Traffic Intersection Level of Service
RDA: City of Ventura Redevelopment Agency
SCAG: Southern California Association of Governments
SOI: Sphere of Influence
TDM: Transportation Demand Management
TOD: Transit-Oriented Development
VCOG: Ventura County Council of Governments

Definitions

Acre: Approximately 43,560 square feet.

Acres, Gross: The entire acreage of a site calculated to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net: The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site**:** public or private road rights-of-way, public open space, and flood ways.

Action: A strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and action statements establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use; for example, the conversion of former hospital or school buildings to residential use, or the conversion of a historic single-family home to office use.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Alley: A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, *v*: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Arterial: Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Bicycle Lane (Class II): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Buffer: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Building: Any structure used or intended for supporting or sheltering any use or occupancy.

Building Type: a structure category determined by function, disposition on the lot, and configuration, including frontage and height. For example, a rowhouse is a type, not a style.

Buildout: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

California Environmental Quality Act (CEQA): Law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified before taking action on the proposed project.

Capital Improvements Program (CIP): A program that schedules permanent City improvements at least five years ahead to fit projected fiscal capability. The CIP is reviewed annually.

Channelization: The straightening and/or deepening of a watercourse for purposes of runoff control or ease of navigation; often includes lining banks with retaining material such as concrete.

Character: Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Charrette: An interactive, multi-day public process in which the community works together with planning and design professionals and City staff and officials to create and support a feasible plan for a specific area of the City that will produce positive and transformative community change.

City: When capitalized, refers to the governmental entity; "city" refers to the geographic area.

Civic: the term defining not-for-profit organizations dedicated to the arts, culture, education, recreation, government, transit, and municipal parking.

Clustered Development: Buildings placed close together with the purpose of retaining open space area.

Co-housing: A residential development with dwelling units for grouped around a common kitchen, gathering room, and child-care facilities. Co-housing developments normally are organized as condominiums.

Collector: Relatively-low-speed (25-30 mph), relatively low-volume (5,000-10,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commerce; Commercial: The buying and selling of commodities and services.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Corridor: Linear features that may form boundaries, as well as connections, between neighborhoods. Corridors frequently encompass major access routes, especially ones with commercial destinations. Corridors also can incorporate parks or natural features such as streams or canyons.

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA: The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Density, Residential: The number of permanent residential dwelling units per gross acres of land.

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus.

Design Review: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards.

Detention Basin: A structure constructed to retard flood runoff and minimize the effect of sudden floods. Water is temporarily stored and released through an outlet structure at a rate that will not exceed the carrying capacity of the channel downstream. Basins often are planted with grass and used for open space or recreation in periods of dry weather.

Developer: An individual or business that prepares raw land for the construction of buildings or causes to be built physical space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development: The physical extension and/or construction of urban land uses, including: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Fee: (See "Impact Fee.")

District: An area of the city that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities, and/or land uses. A neighborhood or parts of neighborhoods can form a district. Districts consist of streets or areas emphasizing specific types of activities. A corridor may also be a district, as when a major shopping avenue runs between adjoining neighborhoods.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Encourage, *v*: To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Enhance, *v*: To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environment: The existing physical conditions in an area that will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance.

Environmental Impact Report (EIR): A report required by CEQA that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a one percent chance of occurring in any given year.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

General Plan: A compendium of city or county policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required by the State of California Government Code Section 65301 and adopted by the City Council.

Gateway: A point along the edge of a city at which a person gains a sense of having left the environs and entered the city.

Goal: A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Green: A whole-building and systems approach to siting, design, construction, and operation that employs techniques that minimize environmental impacts and reduce the energy consumption of buildings while contributing to the health and productivity of occupants.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Hillside Area: All that area north of Foothill and Poli Street, and east of Cedar Street and within City limits. This area is subject to the Hillside Management Program.

Hillside Open Space: One of the 19 distinct communities within the City's Planning Area; coterminous with the Hillside Voter Participation Area; generally referred to as "hillsides".

Hillside Voter Participation Area or HVPA: The area subject to the "Hillside Voter Participation Act" (also known as Measure "P") as set forth in Appendix X and coterminous with the "Hillside Open Space" area depicted on the Land Use Diagram.

Hillsides: Synonymous and coterminous with HVPA and "Hillside Open Space".

Historic: Noteworthy for significance in local, state, or national history or culture, architecture or design, or housing works of art, memorabilia, or artifacts.

Household: Persons who occupy a housing unit.

Housing Element: A separately published State-mandated general plan element that assesses existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. The Housing Elements is updated every five years.

Housing Unit: A rooms or a rooms intended for occupancy, separate from any other living space, with direct access from outside or through a common area.

Impact: The direct or indirect effect of human action on existing physical, social, or economic conditions.

Impact or Development Fee: A fee levied on the developer of a project as compensation for otherwise-unmitigated impacts the project will produce, not to exceed the estimated reasonable cost of providing the service for which the fee is charged.

Industry/Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill: Development of vacant and/or underutilized land within areas already largely developed with urban uses.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, and other utilities.

In-lieu Fee: Payment that substitutes for required dedication of land or provision of structures or amenities.

Institutional: Uses such as hospitals, museums, schools, places of worship, and nonprofit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial activities.

Landmark: (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Ldn: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Leq: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Level of Service, Intersection (LOS): A scale that measures the amount of traffic an intersection is capable of handling. Levels range from A, representing free-flow, to F corresponding to significant stoppage.

Liquefaction: The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state, which can lead to ground failure during an earthquake.

Live-Work: A dwelling unit that contains, to a limited extent, a commercial component. A live-work unit is a fee-simple unit on its own lot with the commercial component limited to the ground level. (see Work-Live)

Local Agency Formation Commission (LAFCo): A commission in each county that reviews and evaluates proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. LAFCo members include two county supervisors, two city council members, and one member representing the general public.

Local Coastal Program (LCP): A combination of City land use plans, zoning regulations, and zoning district maps that control land use in the Coastal Zone established under the California Coastal Act of 1976.

Local Street: Relatively low-volume, low-speed streets (not shown on the Roadway Classifications map), whose primary purpose is to provide access to fronting properties.

Lot: A legally-recognized parcel with frontage on a public or City-approved private street.

Low Income: Households with annual income 80 percent of the County median or less.

Maintain: Keep in an existing state. (See “Preserve.”)

Median: The dividing area between opposing lanes of traffic.

Mitigate: Alleviate or avoid to the extent feasible.

Mixed Use: Properties on which various uses, such as office, commercial, and institutional, are combined with residences in a single building or site in an integrated development project with significant functional interrelationships and a coherent physical design. A single site may include contiguous properties.

Neighborhood: The basic building blocks of a community that together comprise the city. Each neighborhood is limited in physical area, with a defined edge and a center. The size of a neighborhood is usually based on the distance that a person can walk in five minutes from the center to the edge – a quarter-mile. Neighborhoods have a fine-grained mix of land uses, providing places to live, work, shop, and be entertained.

Neighborhood Center: The focal point of a neighborhood, commonly featuring places for work, shopping, services, entertainment, leisure, recreation, and social and civic interaction.

Neighborhood Park: A facility intended to serve the recreation needs of people living or working within a one-half mile radius of the park.

Noise: Sound that is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is otherwise annoying.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require mitigation in residential development.

Office: Professional or consulting services in fields such as accounting, architecture, design, engineering, finance, law, insurance, medicine, real estate, and similar types of work.

Open Space: An area of land or water that is essentially unimproved and devoted to outdoor recreation and/or the preservation of natural resources.

Outdoor Recreation: Recreation in an urbanized outdoor setting (active recreation) or open-space outdoor setting (passive recreation).

(a) *Active outdoor recreation* includes participant sports or other activities conducted in open or partially enclosed or screened recreational activities facilities. Typical uses include driving ranges, miniature golf courses, golf courses, amusement parks, swimming pools, and tennis courts and usually rely on permanent above-ground improvements, including, but not limited to, playing fields or courts, restrooms, and tables.

(b) *Passive outdoor recreation* includes recreational activities, usually of an individual or small group nature, such as sunbathing, walking, hiking, bird watching, or nature study, conducted in an open-space setting and which, generally, do not rely on the use of permanent aboveground improvements or involve motorized vehicle use.

Parcel: A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parks: Open space lands whose primary purpose is recreation.

Parkway: The area between curb and sidewalk, usually planted with ground cover and/or trees.

Pedestrian Shed: an area defined by the average distance that may be traversed at and easy walking pace from its edge to its center. This distance is applied to determine the size of a neighborhood or extent of a community. A standard Pedestrian Shed is one quarter of a mile radius or 1,320 feet. With transit available or proposed, a long Pedestrian Shed has an average walking distance of ½-mile or 2,640 feet. Pedestrian Sheds should be conceived as oriented toward a central destination containing one or more important intersections, meeting places, civic spaces, civic buildings, and the capacity to accommodate a T5 Transect Zone in the future. Sometimes called a Walkshed.

Planning Area: The land area addressed by the General Plan, which includes the City Limits, potentially annexable land in the Sphere of Influence, and neighboring open space and agricultural areas of Ventura County that the City desires to remain in rural condition.

Policy: A statement of principle that anticipates specific actions to be undertaken to meet City goals.

Pollution: The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Preserve: Keep intact and safe from destruction or decay.

Protect: Maintain and preserve beneficial uses in their present condition.

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Public Art: Signs, other monuments, sculptures, murals, statues, fountains, and other artistic installations in spaces accessible to the general public that accentuate or draw attention to a particular place or feature of the city, provide a focal point for public gathering, and/or serve a specific function, such as to provide seating.

Recreation, Active: A type of recreation that requires organized play areas, such as softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Recreation that does not require organized play areas.

Recycling: The process of extracting and reusing materials from waste products.

Redevelop: To demolish existing buildings, or increase the overall floor area existing on a property, or both, irrespective of whether a change occurs in land use.

Redevelopment Agency: The City division created under California Redevelopment Law for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad geographic area.

Regional Park: A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Restore: Renew, rebuild, or reconstruct to a former state.

Ridesharing: Vehicle travel other than driving alone.

Ridgeline: A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way: Land intended to be occupied by transportation and public use facilities such as roadways, railroads, and utility lines.

Riparian: Areas adjacent to perennial and intermittent streams delineated by the existence of plant species normally found near fresh water.

Runoff: The portion of precipitation that does not percolate into the ground.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Sidewalk: the paved layer of the public frontage dedicated exclusively to pedestrian activity.

Specific Plan: A legal tool allowed by State Government Code Section 65450 et seq. that prescribes detailed regulations, conditions, programs, and/or proposed legislation for a defined area of the city.

Sphere of Influence: The probable ultimate physical boundaries and service area of the city, as determined by LAFCo.

Streetscape: the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, and streetlights, etc.).

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision: The division of a land into defined lots or condominiums that can be separately conveyed by sale or lease.

Sustainable: Meeting the needs of the present without compromising the ability of future generations to meet their needs, and successfully balancing economic, environmental, and social equity concerns.

Tourism: The business of providing services for persons traveling for pleasure.

Transect: a system of ordering human habitats in a range from the most natural to the most urban. Based upon six Transect Zones that describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

Transit-Oriented Development (TOD): Relatively high-density development located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping designed primarily for pedestrians.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis.

Transportation Demand Management (TDM): Strategies for reducing the number of vehicle trips by increasing ridesharing, transit use, walking, and biking.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation.

Truck Route: A route required for all vehicles exceeding set weight or axle limits, which follows major arterials through commercial or industrial areas and avoids sensitive areas.

Underutilized: Non-vacant properties that have not been fully developed with improvements that reach the allowed density and/or floor area.

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Use Permit: The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Very Low Income: Households with annual income 50 percent of the County median or less.

View Corridor: The line of sight of an observer looking toward an object of significance (e.g., ridgeline, river, historic building, etc.).

Viewshed: The area within view from a defined point.

Watercourse: Presently or once naturally perennially or intermittently flowing water, including rivers, streams, barrancas, and creeks. Includes waterways that have been channelized, but not ditches or underground drainage and sewage systems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; also, the entire region drained by a watercourse.

Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Federal agencies establish hydrology, vegetation, and soil criteria to define wetlands.

Work-Live: A dwelling unit that contains a commercial component. A Work-Live unit is a fee-simple unit on a lot with the commercial component anywhere within the unit. (see Live-Work)

Yield Street: A street whereby by two vehicles, going in opposite directions, one car will often have to pull over slightly and yield to the other vehicle, depending on how many cars are parked on the street. A standard residential street.

Zoning: The regulation of building forms and land uses throughout the city.

ACHIEVING THE VISION

ventura's general plan

WE THE PEOPLE

of Ventura, in order to ensure that our community continues to be a great place for us to live . . .

JOE VIRNIG

FINAL
ENVIRONMENTAL
IMPACT REPORT

August 2005

SCH # 2004101014

CITY OF
VENTURA

City of Ventura
2005 General Plan

Final Environmental Impact Report

SCH # 2004101014

Prepared by:

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August 2005

City of Ventura
2005 General Plan

Final Environmental Impact Report

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SUMMARY

This section summarizes the characteristics of the proposed 2005 General Plan, alternatives, environmental impacts associated with the General Plan, recommended mitigation measures, and the level of significance of impacts after mitigation.

PROJECT SYNOPSIS

Project Proponent

City of San Buenaventura
501 Poli Street
Ventura, California 93001

Project Description

Project Characteristics

The 2005 Ventura General Plan is an update to the 1989 Comprehensive Plan, which is the current general plan for the City. The 2005 General Plan is a policy document that sets over-arching goals for the future development of the City and specifies policies and actions to achieve these overall goals. The EIR analysis focuses on the possible physical effects of two primary components of the proposed General Plan: 1) physical development potential; and 2) the goals, policies, and actions. Because the goals, policies, and actions are specifically intended to mitigate the environmental effects associated with future growth in the City, they are discussed as part of an overall mitigation strategy, where applicable, for a given issue.

The City Council directed City and consultant staff to include analysis of six separate land use scenarios in the EIR. These scenarios range from an "intensification/reuse" only option in which only minimal changes to the City's sphere of influence (SOI) would occur to an option that includes three "expansion areas" that include a total of 1,423 acres currently in agricultural use for possible future development. The six land use scenarios, which are discussed in detail in Section 2.0, *Project Description*, are summarized below.

1. **Intensification/Reuse Only Scenario –** This scenario assumes that future development will be limited almost exclusively to areas within the current Sphere of Influence and that none of the possible expansion areas would be considered.

2. **Intensification/Reuse + North Avenue + Olivas + Serra –** This scenario assumes an emphasis on infill development at an intensity level similar to that of the Intensification/Reuse Only, but includes the following potential expansion areas:

    - *North Avenue (55 acres)*
    - *Olivas (930 acres)*
    - *Serra (438 acres)*

3. **Intensification/Reuse + North Avenue + Olivas Scenario –** This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - *North Avenue (55 acres)*
   - *Olivas (930 acres)*

4. **Intensification/Reuse + North Avenue + Serra Scenario –** This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - *North Avenue (55 acres)*
   - *Serra (438 acres)*

5. **Intensification/Reuse + North Avenue + Western Cañada Larga Scenario –** This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - *North Avenue (55 acres)*
   - *Western Cañada Larga (110 acres)*

6. **Intensification/Reuse + North Avenue + Poinsettia Scenario** - This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - *North Avenue (55 acres)*
   - *Poinsettia (418 acres)*

For the purpose of environmental analysis and forecasting future residential growth through 2025, two population growth scenarios were used. A 1.14% annual growth rate was used for the five scenarios that include expansion areas (Scenarios 2-6), while a lower growth rate of 0.88% annually was used for Scenario 1 (the Intensification/ Reuse Only scenario). The lower growth rate was used for Scenario 1 because it was assumed that limiting growth to the current SOI would result in a lower overall growth rate. The 1.14% growth rate represents the annual growth rate for the City from 1984-2004 (20-year rate), while the 0.88% growth rate represents the annual growth rate from 1994-2004 (10-year rate). Population and housing projections associated with each of these growth rates are summarized in the table on the following page.

Varying levels of non-residential (employment) growth were also assumed, with a lower rate corresponding to the lower population growth rate for Scenario 1 and a higher employment growth rate for Scenarios 2-6. For Scenario 1, it is anticipated that a total of just over 14,000 jobs would be added citywide through 2025. For Scenarios 2-6, overall citywide employment growth through 2025 is projected at just over 20,000 jobs. Projected growth in employment and non-residential building area is discussed in detail in Section 2.0.

Population and Housing Projections

	2004 Levels[a]	2025 Estimates		Change from 2004-2025	
		0.88% Annual Growth	1.14% Annual Growth	0.88% Annual Growth	1.14% Annual Growth
Population	104,952	126,153	133,160	21,201	28,208
Housing Units[b]	40,880	49,138	51,867	8,258	10,987

[a] *Source: California Department of Finance, City/County Population and Housing Estimates, 1/1/2004.*

[b] *Housing unit estimates assume that the current ratio of 2.57 persons per household remains constant through 2025. In reality, the number of persons per unit could go up or down, depending upon housing costs, the types of housing built in the City, population growth, and other factors.*

Project Objectives

The proposed 2005 General Plan includes the following over-arching goals for the City of Ventura:

- **Our Natural Community** - Our goal is to be a model for other communities of environmental responsibility, living in balance with our natural setting of coastline, rivers, and hillside ecosystems.
- **Our Prosperous Community** - Our goal is to attract and retain enterprises that provide high-value, high wage jobs; to diversity the local economy; to increase the local tax base; and to anticipate our economic future in order to strengthen our economy and help fund vital public services.
- **Our Well Planned and Designed Community** - Our goal is to protect our hillsides, farmlands, and open spaces; enhance Ventura's historic and cultural resources; respect our diverse neighborhoods; reinvest in older areas of our community; and make great places by insisting on the highest standards of quality in architecture, landscaping and urban design.
- **Our Accessible Community** - Our goal is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian and transit connections in the City and surrounding region.
- **Our Sustainable Infrastructure** - Our goal is to safeguard public health, well being and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems.
- **Our Active Community** - Our goal is to add to and enhance our parks and open spaces to provide enriching recreation options for the entire community.
- **Our Healthy and Safe Community -** Our goal is to build effective community partnerships that protect and improve the social well being and security of all our citizens.
- **Our Educated Community -** Our goal is to encourage academic excellence and life-long learning resources to promote a highly-educated citizenry.
- **Our Creative Community -** Our goal is to become a vibrant cultural center by weaving the arts and local heritage into everyday life.

- **Our Involved Community -** Our goal is to strive to work together as a community to achieve the Ventura Vision through civic engagement, partnerships, and volunteer service.

Required Approvals

The City of Ventura Planning Commission and City Council will need to take the following discretionary actions in conjunction with the proposed 2005 General Plan:

- *Certification of the Final EIR on the 2005 General Plan*
- *Approval of the proposed 2005 General Plan*
- *Approval of the 2005 Local Coastal Program Amendment (LCPA), including the revised Land Use Plan (LUP) component of the Local Coastal Program*

Any future adjustments to the SOI will require approval from the Ventura County LAFCO. Because a portion of the City of Ventura is within the Coastal Zone, the Comprehensive Plan Update also involves an update to the City's Local Coastal Program (LCP). The LCP update will require approval by the California Coastal Commission. The California Department of Conservation, Division of Mines and Geology, will review the plans and policies relating to seismic safety for compliance with state regulations.

ALTERNATIVES

In addition to the six land use scenarios for the 2005 General Plan, this EIR examines six alternatives, as described below.

- **No Project (no further development) –** This alternative assumes that no further development occurs in the City and environmental conditions do not change.
- **No Project (1989 Comprehensive Plan) –** This alternative assumes that growth continues under the 1989 Comprehensive Plan. Overall growth is assumed to be similar to that associated with General Plan Scenarios 2-6, but with areas in the hillsides above the City potentially developed rather than the expansion areas.
- **Restricted Growth –** This alternative assumes that population growth through 2025 would be limited to an annual average rate of 0.78%. This is consistent with the growth rate upon which the Ventura County AQMP and SCAG Regional Transportation Plan are based.
- **No Important Farmland Conversion –** This alternative assumes that no Prime, Statewide Importance, or Unique Farmland is converted. The average annual population growth rate for this alternative is assumed to be 0.88%.
- **Upper North Avenue District Housing –** This alternative is a derivative of General Plan Scenario 5. It assumes that a portion of the residential and non-residential development assumed to occur in the North Avenue and Western Cañada Larga expansion areas would instead be built in the Upper North Avenue district.

- **Intensification/Reuse + Minor Map Clean-Up –** This alternative is a minor variation of General Plan Scenario 1 that changes the land use designation for a limited number of properties in Saticoy and West Ventura.
- **All Expansion Areas –** This alternative assumes that all five expansion areas are developed with a mix residential and non-residential uses. The average annual growth rate for this alternative is assumed to by 1.6%.

Although the No Project (no further development) alternative is not feasible (from either a legal or practical standpoint) and may not be desirable in many respects, it can be considered environmentally superior overall since it would avoid all impacts associated with future growth. However, it would not meet RHNA requirements or housing needs identified in the City's Housing Element. Among the remaining alternatives, either the Restricted Growth or No Important Farmland Conversion alternative would be environmentally superior, depending upon which issue(s) are deemed most important. The Restricted Growth alternative would incrementally reduce impacts in most issues areas due to the overall reduction in future development and would avoid the significant impact of the 2005 General Plan relating to exceedance of Ventura County AQMP and SCAG Regional Transportation Plan population forecasts. The No Important Farmland Conversion alternative would avoid the significant impact relating to conversion of agricultural lands to urban uses. A combination of the Restricted Growth alternative and the No Important Farmland Conversion alternative would achieve both a reduction of agricultural land impacts, as well as AQMP and SCAG consistency.

AREAS OF PUBLIC CONTROVERSY

The primary area of known public controversy with respect to the 2005 General Plan relates to which of the five expansion areas, if any, should be considered for future development. The inclusion of expansion areas was the source of substantial discussion among the public, the Comprehensive Plan Advisory Committee (CPAC), the Planning Commission, and the City Council during the development of the draft General Plan. Much of the controversy revolved around whether to consider future development of the Cañada Larga area near the north end of the Ventura River valley. Scenario 5 of this EIR considers the possible future development of an approximately 110-acre portion of the larger Cañada Larga area that was contemplated by the CPAC and Planning Commission. It should be noted that, with the exception of a portion of the Western Cañada Larga expansion area included in Scenario 5, future development of any of the potential expansion areas considered in this EIR could occur only following voter approval under the City's SOAR Ordinance.

INCORPORATION OF STUDIES, REPORTS AND OTHER DOCUMENTS

This EIR contains references to studies, reports and other documents that were used as a basis for, or a source of, information summarized in the body of the EIR. These documents are incorporated by reference in this EIR in accordance with Section 15150 of the CEQA Guidelines. Where a study, report or document is briefly cited or referred to for convenience in the body of this EIR, the reader may consult Section 7.0 of this document for the full citation.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table S-1 lists the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Each individual impact analysis subsection in Section 4.0, *Environmental Impact Analysis*, also includes a summary comparison of the impacts associated with each General Plan land use scenario.

Class I impacts are defined as significant, unavoidable adverse impacts, which require a statement of overriding considerations pursuant to Section 15093 of the *CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *CEQA Guidelines*. Class III impacts are adverse, but less than adopted significance thresholds. Class IV effects are those where there is no impact or the effect would be beneficial.

As noted in Table S-1, most of the potential impacts associated with growth accommodated under the 2005 General Plan can be mitigated to a less than significant level through implementation of proposed policies and actions. However, certain significant impacts could occur under any of the EIR land use scenarios. The Class I and Class II impacts of the 2005 General Plan, along with the scenarios to which each impact applies, are listed below.

Class I, Unavoidably Significant, Impacts

- **Aesthetics –** change in overall community character and alteration of views from scenic corridors due to agricultural land conversion (all scenarios)
- **Agricultural Land Conversion –** potential conversion of Prime, Statewide Importance, and Unique farmlands (all scenarios) and potential conflicts with agricultural land use designations (Scenarios 2-6)
- **AQMP Inconsistency –** inconsistency with Ventura County AQMP due to possible exceedance of citywide growth projections upon which the 1994 AQMP is based (all scenarios)
- **Solid Waste Disposal Facilities –** generation of solid waste exceeding disposal facility capacity given that landfills serving the City are projected to close within or close to the timeframe of the General Plan (all scenarios)
- **Transportation and Circulation –** potential exceedance of proposed performance standard at the Johnson Drive/North Bank Drive intersections (Scenario 2 only)
- **Coastal Act Inconsistency –** potential inconsistency with Coastal Act policy to preserve Prime farmland within the Coastal Zone (Scenarios 2 and 3 only)
- **Exceedance of SCAG Population Forecast –** possible exceedance of the Southern California Association of Government's 2025 population growth projection for the City (all scenarios)

Class II, Significant but Mitigable, Impacts

- **Traffic Noise –** potentially significant increases in traffic noise along North Ventura Avenue (all scenarios) and Johnson Drive (Scenario 6 only); this impact can be mitigated through re-surfacing of streets using rubberized

asphalt or other sound-reducing paving material (which can reduce noise by 3-5 decibels)

- **Storm Drain System** – potential impacts due to system deficiencies in older parts of the City, including Ventura Avenue corridor and Downtown district (all scenarios); this impact can be mitigated through development of funding mechanisms to address system deficiencies
- **Fire Protection Service** – potentially significant impacts to fire protection service in the North Ventura Avenue area (Scenarios 2-6); this impact can be mitigated through development of a new fire station in the North Ventura Avenue area
- **Police Protection Service** – potentially significant impacts relating to the need for new facilities (all scenarios); this impact can be mitigated through expansion of facilities as necessary
- **Traffic Performance Standards** – potentially significant impacts to roadway intersections (Scenarios 1, 3, 4, 5, and 6); impacts can be mitigated through policies and actions directing implementation of feasible system improvements as needed
- **Wastewater Treatment Capacity** – potentially significant impact relating to the capacity of the Ojai Valley Sanitary District plant (Scenario 5 only); this impact can be mitigated through restrictions on development in the North Ventura Avenue area until planned plant capacity expansions are completed

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
AESTHETICS and COMMUNITY DESIGN		
Impact AES-1 All six General Plan land use scenarios emphasize intensification and reuse of already urbanized lands and would therefore create a more densely settled, urban environment in some areas of the City. The reuse of urbanized areas in lieu of further growth at the City's periphery would be expected to generally enhance the visual character of the community and minimize impacts to existing natural and agricultural areas and is generally considered a beneficial effect. Nevertheless, all of the scenarios would change the visual character of the community and would accommodate the conversion of some agricultural lands in the Planning Area to urban uses. This change in visual character is considered Class I, unavoidably significant, under any of the six scenarios.	Changing the fundamental character of the areas to be converted from agricultural and open space uses to urban use cannot be avoided if these areas are to be developed. Each of the proposed growth scenarios focuses development on intensification of the existing urban areas and encourages infill over city expansion. In addition, Actions 1.22 and 1.23 require the preservation of mature trees and agricultural windrows.	Unavoidably significant for all scenarios.
Impact AES-2 Development that would be accommodated under any of the 2005 General Plan land use scenarios would potentially alter and/or block views from various public view corridors. The magnitude of impact would vary among the scenarios and the 2005 General Plan includes several policies and actions to preserve public views. Nevertheless, the impact of all six scenarios is considered Class I, unavoidably significant.	Policies included in the proposed 2005 General Plan, as described above, would reduce impacts on view corridors associated with intensification and reuse to a less than significant level. Other than the actions listed above and General Plan Action 1.23, which would preserve windrows on agricultural lands, additional mitigation is not available for the change in views from scenic corridors related to the conversion of agricultural lands.	Unavoidably significant for all scenarios.
Impact AES-3 Development accommodated under any of the 2005 General Plan land use scenarios would introduce new sources of light and glare. Light and glare conditions are not expected to change dramatically throughout most of the Planning Area because of the focus on intensification and reuse of already developed lands. Therefore, impacts would be Class III, less than significant, for any of the six scenarios.	None required.	Less than significant for all scenarios.
AGRICULTURAL RESOURCES		
Impact AG-1 Any of the six scenarios for the 2005 General Plan would accommodate the development that would involve the conversion of State-designated Prime, Statewide Importance, and Unique farmland. The overall acreage of agricultural land that could be converted would range from	Implementation of proposed General Plan policies and actions would minimize the premature conversion of agricultural land under any of the land use scenarios. However, outside of re-designating important farmlands for continued agricultural use, additional mitigation is not available.	Unavoidably significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
about 674 acres under Scenario 1 to about 2,075 acres under Scenario 2. Conversion of farmland would represent a Class I, unavoidably significant, impact for any of the six scenarios.		
Impact AG-2 Five of the six land use scenarios under consideration for the 2005 General Plan would accommodate the future conversion of agricultural land that is designated for agricultural use, subject to the City SOAR Ordinance, within the Ventura-Oxnard Greenbelt, and/or under LCA contract. This is considered a Class I, unavoidably significant, impact of Scenarios 2 through 6. The impact for Scenario 1 (Intensification/Reuse Only) is considered Class III, less than significant.	Proposed General Plan policies and actions would reduce potential conflicts with policies relating to the preservation of agricultural land to the degree feasible. Additional mitigation outside of avoiding conversion of lands designated for agricultural use is not available.	Less than significant for Scenario 1. Unavoidably significant for Scenarios 2-6.
Impact AG-3 Development that could be accommodated under any of the 2005 General Plan land use scenarios could generally reduce agricultural compatibility conflicts in some locations. Though certain areas of agricultural/urban conflict would remain within the Planning Area, any of the six scenarios would generally reduce the potential for such conflicts. With the policies and actions recommended in the 2005 General Plan, effects under any of the six scenarios would be Class IV, beneficial.	Implementation of proposed General Plan policies and actions would generally reduce the potential for agricultural/urban compatibility conflicts. In particular, Action 3.21 would minimize effects to farming operations and adjacent urban uses by requiring that non-farm operations provide buffers between urban and agricultural uses. Mitigation beyond the General Plan policies and actions is not required.	Beneficial for all scenarios.
AIR QUALITY		
Impact AQ-1 Anticipated growth under any of the six land use scenarios exceeds Ventura County Air Quality Management Plan population forecasts. This is largely because AQMP forecasts are outdated and the 2005 General Plan is not expected to hinder attainment of state or federal air quality standards. Nevertheless, the exceedance of population projections used for regional air quality planning represents a potential inconsistency with the AQMP. This is considered a Class I, unavoidably significant, impact of any of the six scenarios.	The 2005 General Plan includes various policies and actions that encourage mixed use and infill development. Implementation of these policies/actions would reduce air pollutant emissions to the maximum degree feasible given the amount of growth anticipated under the 2005 General Plan. However, outside of restricting population growth to be within SCAG and VCAPCD forecasts, the potential inconsistency with the AQMP cannot be avoided.	Unavoidably significant for all scenarios.
Impact AQ-2 Individual projects accommodated under the proposed 2005 General Plan would generate air pollutant emissions. The significance of air quality impacts associated with individual projects would depend upon	None required. The following actions are recommended for inclusion in the 2005 General Plan. **AQ-2 Additional Air Quality Actions.** The following actions should be added to the 2005	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
the characteristics of the projects and the availability of feasible mitigation measures. However, implementation of existing programs, in combination with proposed 2005 General Plan policies and actions, would reduce impacts associated with individual development projects to a Class III, less than significant, level for all six scenarios.	General Plan to address air quality impacts of future development on a case-by-case basis: • Require air quality analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval. • In accordance with Ordinance 93-37, continue to require payment of fees to fund regional transportation demand management (TDM) programs for all projects generating emissions in excess of Ventura County APCD thresholds. The following action should be added if a land use scenario that includes expansion areas is adopted: • Require the development of specific plans for expansion areas for which overall air pollutant emissions shall be estimated to establish a TDM fund as required under Ordinance 93-37. Require individual developers within expansion areas to contribute pro rata fees to the TDM fund.	
Impact AQ-3 Construction of individual projects accommodated under the 2005 General Plan would result in temporary emissions of air pollutant emissions. The Ventura County APCD has not adopted significance thresholds for construction impacts because of their temporary nature; therefore, impacts would be Class III, less than significant, for all six scenarios. Nevertheless, implementation of standard emission and dust control techniques will be required on all future development regardless of the land use scenario selected.	None required, but the following is recommended to reduce construction-related emissions to the maximum degree feasible. **AQ-3 Construction Mitigation.** The following action should be added to the 2005 General Plan to address air quality impacts of future construction projects on a case-by-case basis: • Require individual construction contractors to implement the construction mitigation measures included in the most recent version of the Ventura County APCD's Ventura County Air Quality Assessment Guidelines.	Less than significant for all scenarios.
Impact AQ-4 Increased traffic congestion associated with projected growth under any of the General Plan land use scenarios would potentially increase carbon monoxide (CO) concentrations at congested intersections. However, because of the low ambient CO concentrations and anticipated reduction in emissions associated with less polluting vehicles, exceedance of state and federal CO	None required.	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
standards is not expected. Impacts relating to CO "hot spots" are therefore considered Class III, less than significant, for all six scenarios.		
BIOLOGICAL RESOURCES		
Impact BIO-1 All of the 2005 General Plan land use scenarios generally avoid direct impacts to riparian, wetland, and open water habitats. However, in certain areas, development could adversely affect the quality of riparian and wetland habitat. Implementation of proposed General Plan policies and actions, including Action 1.8 (which provides buffers from rivers, creeks, and barrancas), would reduce potential impacts to a Class III, less than significant, level for any of the six land use scenarios.	Implementation of General Plan Actions 1.8 and 1.9 would reduce potential impacts to wetland and riparian habitats to a less than significant level. No additional mitigation measures are required.	Less than significant for all scenarios.
Impact BIO-2 All of the General Plan land use scenarios would largely avoid impacts to sensitive habitats and mature native trees by emphasizing intensification/reuse of urbanized areas. Implementation of General Plan policies and actions that aim to protect sensitive habitats and mature trees would reduce potential impacts to a Class III, less than significant, level for all six scenarios.	Compliance with proposed General Plan actions would reduce potential impacts to sensitive habitats to a less than significant level. No additional mitigation measures are required.	Less than significant for all scenarios.
Impact BIO-3 All of the General Plan land use scenarios would largely avoid impacts to special-status plant and animal species by emphasizing intensification/reuse of already urbanized areas rather than developing greenfields at the City's periphery. Potential impacts could occur in certain locations, but would be addressed through implementation of proposed General Plan policies and actions. Impacts are considered Class III, less than significant, for all six scenarios.	Implementation of General Plan Action 1.19 would require protect state and federally listed species and buffer such species from urban uses. Actions 1.22, 1.23, and 1.24 would preserve existing mature trees, including windrows. Additional mitigation is not needed.	Less than significant for all scenarios.
Impact BIO-4 All of the General Plan land use scenarios would largely avoid impacts to wildlife movement corridors by emphasizing intensification/reuse of existing urbanized areas. Implementation of General Plan Actions 1.8, 1.9, and 1.10 would maintain ecological connectivity corridors through urban spaces and potentially enhance connectivity in some locations. Therefore, impacts to wildlife movement are considered Class III, less than	Compliance with proposed General Plan policies and actions would reduce potential impacts to wildlife corridors to a less than significant level. No additional mitigation measures are required.	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
significant, for all six scenarios.		
CULTURAL and HISTORIC RESOURCES		
Impact CR-1 Growth accommodated under any of the six scenarios could adversely affect previously identified and unidentified pre-historic archaeological resources. However, implementation of policies and actions included in the 2005 General Plan would reduce impacts to a Class III, less than significant, level for any of six land use scenarios.	Implementation of Policy 9D and Actions 9.14 and 9.15 would reduce potential archaeological resource impacts to a less than significant level for all six land use scenarios. Mitigation is not required.	Less than significant for all scenarios.
Impact CR-2 Several of the growth districts and corridors include identified historic resources, as does the Western Cañada Larga expansion area. The other expansion areas also include structures that meet the minimum age criterion for eligibility for the National and California Registers of Historic Places. However, implementation of proposed 2005 General Plan policies and action, in combination with existing regulatory requirements, would reduce impacts to a Class II, less than significant, level for Scenarios 1-6.	Implementation of the City of Ventura Historic Preservation Regulations and HD Overlay Zone regulations would reduce impacts to historical resources within designated Historic Districts under Scenarios 1-6. These existing requirements, in combination with the policies included in the 2005 General Plan, would reduce historic resource impacts to a less than significant level. Mitigation is not required.	Less than significant for all scenarios.
GEOLOGIC HAZARDS		
Impact GEO-1 Future seismic events could produce groundshaking throughout the Planning Area as well as surface rupture in some areas where future development could be accommodated. Groundshaking and surface rupture could damage structures and/or create adverse safety effects. However, compliance with City policies, in combination with the requirements of the CBC and the Alquist-Priolo legislation, would reduce the risk associated with groundshaking and surface rupture to a Class III, less than significant, level for six scenarios.	Compliance with the California Building Code and General Plan Action 7.7 would reduce impacts to a less than significant level. No mitigation measures are required.	Less than significant for all scenarios.
Impact GEO-2 The Planning Area contains several steep slopes that present a potential slope stability hazards. However, none of the General Plan land use scenarios encourage substantial new development in areas of high landslide risk. In addition, General Plan actions require geotechnical analysis and case-by-case mitigation for any development in an area with a high potential for landslides. Therefore, impacts due to landslide risk are	Compliance with applicable General Plan policies/actions and the City Hillside Management Program would reduce potential impacts from development in hillside areas to a less than significant level. No mitigation would be required.	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
considered Class III, less than significant, for all scenarios.		
Impact GEO-3 Future seismic events could result in liquefaction of soils in portions of the Planning Area. Development in certain areas within the City could be subject to liquefaction hazards under any of the 2005 General Plan land use scenarios. However, compliance with City General Plan policies would reduce potential impacts to Class III, less than significant, for all six scenarios.	Compliance with the California Building Code and implementation of General Plan Action 7.7 would reduce impacts due to liquefaction risk to a less than significant level. Additional mitigation is not required.	Less than significant for all scenarios.
Impact GEO-4 Expansive soil or other soil conditions leading to subsidence could result in foundation and building distress problems and cracking of concrete slabs. Areas that could accommodate development could be subject to subsidence hazards under any of the six land use scenarios. However, compliance with 2005 General Plan policies would reduce potential impacts to Class III, less than significant, for all six scenarios.	Compliance with the California Building Code and implementation of General Plan Action 7.7 would reduce impacts due to expansive soils to a less than significant level. Additional mitigation is not required.	Less than significant for all scenarios.
Impact GEO-5 Development along the coast and near rivers may be susceptible to inundation from tsunamis. However, provided that the City continues its participation in the Seismic Sea Wave Warning System and the SEMS Multihazard Functional Response Plan, impacts would be Class III, less than significant, for all six scenarios.	Continuing participation in the Seismic Sea Wave Warning System and maintenance of the SEMS Multihazard Functional Response Plan would reduce impacts related to tsunami risk to less than significant. No additional mitigation would be required.	Less than significant for all scenarios.
HAZARDS and HAZARDOUS MATERIALS		
Impact HAZ-1 Some industrial and agricultural operations within the Planning Area use hazardous materials to which current and future residents could be exposed. Potential development near hazardous material users could expose individuals to health risks due to soil/groundwater contamination or emission of hazardous materials into the air. However, compliance with proposed General Plan policies and actions, in combination with existing regulations, would reduce potential impacts associated with hazardous material use to a Class III, less than significant, level for any of the six land use scenarios.	Compliance with federal, state, and local regulations, in combination with the proposed 2005 General Plan policies and actions, would reduce impacts to a less than significant level. No mitigation is required.	Less than significant for all scenarios.
Impact HAZ-2 The transportation of hazardous materials could potentially	Compliance with existing hazardous materials transportation regulations as well as	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
create a public safety hazard for new development that could be accommodated along major transportation corridors under the General Plan Update. Provided that the City continues its participation in the SEMS Multihazard Functional Response Plan, impacts would be Class III, less than significant for any of the six land use scenarios.	continuing participation and maintenance of the SEMS Multihazard Functional Response Plan would reduce impacts related to hazardous material upset risk to a less than significant level. No mitigation would be required.	
Impact HAZ-3 Future development on brownfields and other sites with potential soil or groundwater contamination could create a public safety hazard. However, compliance with City policies requiring soil and groundwater assessments on these sites would reduce impacts to Class III, less than significant, for any of the six land use scenarios.	Compliance with General Plan Action 7.27 would reduce impacts to a less than significant level. No mitigation measures are required.	Less than significant for all scenarios.
HYDROLOGY AND WATER QUALITY		
Impact HWQ-1 Most of the areas within the Planning Area that could accommodate new development are outside the 100-year flood zone. Limited portions of the Planning Area that could accommodate new development under any of the six land use scenarios are within the 100-year flood zones. However, compliance with the City Flood Plain Ordinance and proposed General Plan actions would reduce impacts to a Class III, less than significant, level for any of the six land use scenarios.	As noted above, proposed 2005 General Plan actions require continued compliance with the City's Flood Plain Ordinance and other applicable requirements. Additional mitigation is not needed.	Less than significant for all scenarios.
Impact HWQ-2 Development accommodated through the year 2025 under any of the land use scenarios under consideration for the 2005 General Plan would increase the amount of impervious surfaces within the Planning Area, potentially increasing surface runoff in areas where existing storm drain systems are deficient. This is considered a Class II, significant but mitigable, impact for all scenarios.	**HWQ-2 Additional Drainage Actions.** The following actions shall be added to the 2005 General Plan to address existing storm drain system deficiencies: • Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City. • Adopt assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist (e.g., Downtown district, Ventura Avenue corridor, and Harbor district). The following actions are recommended to minimize the impact of future development on the local storm drain system and implement	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	City goals regarding sustainable infrastructure: • As feasible, require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff. Such methods may include, but are not limited to, (1) the use of pervious paving material within parking lots and other paved areas to facilitate rainwater percolation; and (2) construction of retention/detention basins to limit runoff to pre-development levels and to encourage infiltration into the groundwater basin. • Where deemed appropriate, require new developments adjacent to Ventura County Watershed Protection District channels to dedicate necessary right-of-way to meet future District needs.	
Impact HWQ-3 Development accommodated under any of the General Plan land use scenarios would incrementally increase the generation of urban pollutants in surface runoff. Point and non-point sources of contamination could affect water quality in the Ventura and Santa Clara Rivers, the Pacific Ocean, and groundwater. However, implementation of existing regulatory requirements and proposed General Plan policies and actions would reduce impacts to a Class III, less than significant, level for all scenarios.	None required.	Less than significant for all scenarios.
MINERAL RESOURCES		
Impact M-1 None of the 2005 General Plan land use scenarios would significantly reduce access to mineral resources. Impacts under Scenarios 1-6 are considered to be Class III, less than significant.	None required.	Less than significant for all scenarios.
Impact M-2 Scenarios 1-6 could introduce new development that is located adjacent to, and potentially incompatible with, existing oil production activity in the North Avenue and Upper North Avenue districts. However, policies and actions included in the 2005 General Plan would address potential incompatibilities. Impacts would be Class III, significant but mitigable, for any of the six land use scenarios.	Actions included in the 2005 General Plan would reduce compatibility conflicts between residential uses and mineral extraction activity to a less than significant level. Mitigation is not required.	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
NOISE		
Impact N-1 Growth accommodated through 2025 under any of the six land use scenarios would incrementally increase noise along area roadways and potentially expose new noise sensitive uses to noise exceeding City standards. Implementation of proposed General Plan policies would address potential exposure to excessive noise for new development. Noise levels would generally increase for existing uses adjacent to transportation corridors. Impacts on most roadways would not be significant, but a potentially significant noise increase could occur along North Ventura Avenue under any scenario and along Johnson Drive under Scenario 6. Impacts are therefore considered Class II, significant but mitigable, for all six scenarios.	Compliance with existing regulations and proposed General Plan policies and actions would reduce potential noise impacts in most locations to a less than significant level. Construction of a sound wall along SR 33 as indicated under General Plan Action 7.33 could address noise exposure along North Ventura Avenue by reducing noise from the nearby SR 33. The following measure is also recommended. **N-1 Rubberized Asphalt.** The following action shall be added to the 2005 General Plan to reduce general traffic noise: • As feasible, use rubberized asphalt or other sound reducing material for paving and re-paving of City streets. Studies have indicated that rubberized asphalt can reduce overall roadway noise by 3-5 dBA as compared to conventional asphalt.	Less than significant for all scenarios.
Impact N-2 Construction of individual projects throughout the Planning Area could intermittently generate high noise levels under any of the land use scenarios. This may affect sensitive receptors near construction sites. However, compliance with Noise Ordinance restrictions on construction timing would reduce this impact to a Class III, less than significant level.	Compliance with the Ventura Noise Ordinance would reduce temporary impacts associated with construction noise to less than significant.	Less than significant for all scenarios.
Impact N-3 The placement of residential and other noise-sensitive uses in proximity to industrial and commercial uses could potentially expose such uses to high noise levels. The City Noise Ordinance restrictions do not apply to noise-sensitive uses within commercial or industrial zones. Therefore, impacts would be Class II, significant but mitigable, for any of the six land use scenarios.	The following measure is required for any of the six land use scenarios. **N-3 Noise Ordinance Update.** The following action shall be added to the 2005 General Plan: • Update the Noise Ordinance in conjunction with the new development code to provide noise standards for residential projects and residential components of mixed use projects within commercial and industrial zones.	Less than significant for all scenarios.
Impact N-4 Noise-sensitive land uses near the UPRR corridor may be exposed to noise exceeding City noise standards. However, proposed General	None required assuming implementation of 2005 General Plan Action 7.32.	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
Plan actions require acoustical analysis for any development in an area with a built within the 60 dBA CNEL contour. Therefore, impacts due to railroad noise are considered Class III, less than significant for all six scenarios.		
Impact N-5 Operation of recreational uses, including the Ventura County Fairgrounds, Ventura Shooting Range, and the Ventura Raceway could continue to create noise disturbance for existing and planned noise-sensitive uses. City policies pursue termination, relocation, or restriction of these noise-generating activities. Impacts due to recreational uses are considered Class III, less than significant.	Impacts are not significant for any scenario. Therefore, mitigation is not required. Implementation of proposed General Plan policies may eliminate and/or reduce noise associated with activities at the Ventura Fairgrounds.	Less than significant for all scenarios.
PUBLIC SERVICES		
Impact PS-1 Development under any of the 2005 General Plan land use scenarios would increase the City's population and density of development, and introduce new development into high fire hazard areas. This would increase demand for fire protection services and potentially create the need for new fire protection facilities. With proposed General Plan policies, impacts for Scenario 1 are Class III, less than significant. Impacts for Scenarios 2-6 are considered Class II, significant but mitigable.	**PS-1(a) North Avenue and Western Cañada Larga Expansion Areas.** The following action shall be added to the 2005 General Plan if any land use scenario that includes possible future development of the North Avenue expansion area or the Western Cañada Larga expansion area is adopted: • Add a fire station in the North Avenue area as determined necessary by the Ventura Fire Department. Consider an assessment district for the North Avenue area to fund a new station. **PS-1(b) Poinsettia Expansion Area.** The following action shall be added to the 2005 General Plan if any land use scenario that includes possible future development of the Poinsettia expansion area is adopted: • Include a fire station site in any future specific plan for the Poinsettia expansion area if determined necessary by the Ventura Fire Department.	Less than significant for all scenarios.
Impact PS-2 Possible future development under Scenarios 1-6 would increase the City's population and density of development, thereby resulting in the need to construct new facilities in order to provide effective police protection service. Impacts would be Class II, significant but mitigable, for any of the six land use scenarios.	**PS-2 Police Protection Service.** The following actions shall be added to the 2005 General Plan: • Establish a new Downtown storefront to meet the needs of the growing Downtown population • Expand the Police Department headquarters as necessary to accommodate staff growth.	Less than significant for all scenarios.
Impact PS-3 Projected enrollment growth under the 2005 General Plan would exceed the capacity of existing	None required, but the following are recommended:	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
schools within the Ventura Unified School District, thereby creating the need to construct additional facilities. However, payment of State-mandated school impact fees is presumed to provide funding for needed new school facilities. Therefore, although available land for new schools may be limited (particularly for Scenarios 1 and 5), impacts to schools would be reduced to a Class III, less than significant, level for any of the six land use scenarios.	**PS-3(a) School Coordination.** The following action should be added to the 2005 General Plan: • Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development. **PS-3(b) Expansion Area Schools.** The following action should be added to the 2005 General Plan if any land use scenario that includes an expansion area is adopted: • Require expansion area specific plans to be prepared in coordination with the Ventura Unified School District and set aside land needed for new school facilities.	
Impact PS-4 Ventura libraries are currently undersized to serve the City's existing population and, given the projected population growth rates for Scenarios 1-6, the existing library services would be inadequate to serve the future service area population. Although new facilities would be needed to meet projected demand under Scenarios 1-6, facilities could be constructed without causing significant environmental impacts. This is considered to be a Class III, less than significant, impact for all six scenarios.	Mitigation is not needed, though increased funding of libraries would be needed if new facilities are to be developed.	Less than significant for all scenarios.
Impact PS-5 Existing landfills have adequate capacity to accommodate projected citywide increases in solid waste generation for the next 15-17 years. However, regional waste generation increases could exceed the daily capacity of area landfills. In addition, area landfills are projected to close in the 2022-2027 period; therefore, expanded or new facilities will be needed to accommodate solid waste generated in the City through 2025. Although the identification of new facilities is physically feasible, the City cannot ensure that new facilities are sited. Impacts are therefore considered Class I, unavoidably significant, for all six land use scenarios.	**PS-5 Solid Waste Disposal Facilities.** The following actions shall be added to the 2005 General Plan: • Coordinate with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, or develop alternative means of disposing of solid waste that will provide sufficient capacity for waste generated in the City. • Develop incentives for new residences and businesses to incorporate recycling and waste diversion practices using guidelines provided by the Environmental Services Office.	Unavoidably significant for all scenarios. Development of new or expanded solid waste disposal facilities could have significant secondary effects.
Impact PS-6 Population growth accommodated under any of the 2005 General Plan land use scenarios would increase demand for recreational facilities and programs. With continued	Continued payment of required park fees and dedication of land for parks on a case-by-case basis would reduce impacts to a less than significant level. Mitigation is not required for any of the six scenarios.	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
payment of Quimby fees and parkland dedication in conjunction with new development, impacts could be reduced to a Class III, less than significant, level for all six scenarios. It should be noted, however, that Scenario 1 does not include land that could accommodate new citywide park facilities, while the expansion areas included in Scenario 5 do not include sufficient land to provide park acreage meeting the demands of projected expansion area population growth.		
TRANSPORTATION and CIRCULATION		
Impact TC-1 Growth accommodated under any of the General Plan land use scenarios could result in deficiencies to the local circulation system based on recommended level of service standards. The number of locations that could have deficiencies based on the projected growth scenarios ranges from one (for Scenario 1) to four (for Scenarios 2 and 4). Feasible improvements are available to address all projected deficiencies for Scenarios 1, 3, 4, 5, and 6; therefore, impacts associated with those scenarios are considered Class II, significant but mitigable. For Scenario 2, implementation of feasible improvements would not achieve performance standards at the Johnson Drive/North Bank Drive intersection. The impact at that location is considered Class I, unavoidably significant, for Scenario 2.	To ensure that impacts are addressed and that the improvements identified in this EIR (or other feasible improvements that achieve the same objectives) are identified, the following measure is required: **TC-1 Additional Circulation Actions.** The following actions shall be added to the 2005 General Plan to ensure that traffic impacts of future developments are addressed and mitigated: • Require project proponents to analyze traffic impacts and implement mitigation as appropriate prior to development. Depending upon the nature of the impacts and improvements needed, mitigation may either consist of implementing needed physical improvements, contributing "fair share" fee toward implementation of needed improvements, or some combination thereof. • Update the traffic mitigation fee program to fund necessary citywide circulation and mobility system improvements needed in conjunction with new development.	Less than significant for Scenarios 1, 3, 4, 5, and 6. Unavoidably significant at Johnson Drive/North Bank Drive intersection for Scenario 2.
Impact TC-2 Implementation of any of the 2005 General Plan land use scenarios would be expected to generally enhance the use of alternative transportation modes, including transit, bicycling, and walking. Impacts relating to alternative transportation are considered Class IV, beneficial, under any scenario.	None required.	Beneficial for all scenarios.
Impact TC-3 None of the 2005 General Plan land use scenarios would accommodate design features that would create traffic hazards. The	None required.	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
placement of new residential development along highly traveled thoroughfares may incrementally increase hazards for pedestrians; however, implementation of proposed policies relating to traffic calming and improving walkability would reduce such impacts to a Class III, less than significant, level for any of the General Plan land use scenarios.		
Impact TC-4 None of the 2005 General Plan land use scenarios would affect air traffic patterns. Impacts relating to air traffic are considered Class III, less than significant, under any scenario.	None required.	Less than significant for all scenarios.
UTILITIES and SERVICE SYSTEMS		
Impact U-1 Development accommodated under any of the 2005 General Plan land use scenarios would increase water demand, with net increases in demand ranging from about 2,700 acre-feet per year (AFY) to 5,900 AFY. The total estimated water available from Lake Casitas, the Ventura River diversion, and groundwater basins of approximately 28,300 acre-feet per year is sufficient to meet these projected demand increases. Therefore, water supply impacts are considered Class III, less than significant, for all six scenarios .	The 2005 General Plan includes various policies and actions aimed at reducing water consumption. No mitigation is required, but the following action will be added to ensure that future . **U-1 Water System Analysis.** The following action shall be added to the 2005 General Plan: • Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements for the proposed development in order to determine if there are any system deficiencies or needed improvements for the proposed development.	Less than significant for all scenarios.
Impact U-2 New development under any of the 2005 General Plan land use scenarios would increase wastewater generation. Projected future wastewater flows to the City's wastewater treatment plant are projected to remain within the current capacity for all six scenarios. Projected flows to the Ojai Valley Sanitary District plant would be within the capacity of the plant for all scenarios except Scenario 5 (Intensification/Reuse + North Avenue + Western Cañada Larga). Therefore, the impacts of Scenarios 1-4 and 6 are considered Class III, less than significant, while the impact of Scenario 5 is considered Class II, significant but mitigable.	In addition to 2005 General Plan policies and actions, the following measure is recommended for all six scenarios. **U-2(a) Sewer System Analyses.** The following action should be added to the 2005 General Plan: • Require project proponents to conduct sewer collection system analysis to determine if downstream facilities are adequate to handle the proposed development. The following measure is required for Scenario 5. **U-2(b) Ojai Valley Sanitary District Capacity.** The following action shall be added to the 2005 General Plan if Scenario 5 or any other scenario that includes both the	Less than significant for all scenarios.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	North Avenue and Western Cañada Larga expansion areas is selected: • Allow development within the North Avenue expansion area or Western Cañada Larga expansion only when the Ojai Valley Sanitary District has adequate treatment capacity for projected wastewater flows or other mitigation is approved by the City Engineer.	
LAND USE and PLANNING		
Impact LU-1 No boundary adjustments are being sought at this time and all of the General Plan scenarios emphasize intensification and reuse over expansion of the City. Annexations and Sphere of Influence adjustments could be sought at some point in the future under any of the scenarios and certain possible annexations/Sphere of Influence adjustments could potentially conflict with relevant State and LAFCO policies. However, because any conflicts would need to be resolved prior to LAFCO approval of any boundary adjustment, impacts can be reduced to a Class III, less than significant, level for all six scenarios.	None required.	Less than significant for all scenarios.
Impact LU-2 Scenarios 1, 4, 5, and 6 could be found to be consistent with applicable policies of the California Coastal Act. Impacts would be Class III, less than significant. However, Scenarios 2 and 3 would potentially accommodate the conversion of Prime agricultural land within the Olivas expansion area, which is within the Coastal Zone. Such conversion could be found inconsistent with California Coastal Act policies relating to the maintenance of Prime agricultural land within the coastal zone. Impacts for these two scenarios would be Class I, unavoidably significant.	None available for the potential inconsistency of Scenarios 2 and 3 with Coastal Act policy pertaining to Prime farmland preservation.	Less than significant for Scenarios 1, 4, 5, and 6. Unavoidably significant for Scenarios 2 and 3.
Impact LU-3 Scenarios 1-6 could be found to be consistent with SCAG Regional Comprehensive Plan and Guide (RCPG) Growth Management, Air Quality, Outdoor Recreation, and Water Quality policies. Impacts would be Class III, less than significant, for any of the six 2005 General Plan land use scenarios.	With implementation of the policies and actions of the 2005 General Plan, Scenarios 1-6 could be found to be consistent with RCPG policies. No mitigation measures would be required.	Less than significant for all scenarios.
Impact LU-4 Scenarios 1-6 could be	With implementation of the proposed 2005	Less than significant for

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
found to be consistent with the Southern California Association of Governments' Regional Transportation Plan (RTP). Impacts would be Class III, less than significant, for any of the six land use scenarios.	General Plan policies and actions, Scenarios 1-6 could all be found to be consistent with the SCAG 2004 RTP. No mitigation is required.	all scenarios.
Impact LU-5 Scenarios 1-6 could all be found to be consistent with the Southern California Association of Governments' Growth Visioning Report. Impacts would be Class III, less than significant, for any of the six 2005 General Plan land use scenarios.	With implementation of the 2005 General Plan policies and actions, Scenarios 1-6 could be found to be consistent with SCAG's Visioning Report. No mitigation is required.	Less than significant for all scenarios.
POPULATION and HOUSING		
Impact PH-1 Scenarios 1-6 would not result in the displacement of substantial numbers of people or housing. Any displacement would be more than offset by new housing that would be accommodated under the 2005 General Plan. Impacts would be Class III, less than significant, for any of the General Plan land use scenarios.	None required.	Less than significant for all scenarios.
Impact PH-2 Proposed General Plan policies implement most SCAG policies relating to growth. However, growth accommodated under Scenarios 1-6 exceeds SCAG's Regional Comprehensive Plan and Guide and Ventura County AQMP population forecasts. This is largely because regional growth forecasts have not been updated to reflect current conditions in the City. Nevertheless, exceedance of regional forecasts is considered a Class I, unavoidably significant, impact of any of the six scenarios.	The 2005 General Plan includes various policies that encourage mixed use and infill development and would be expected to reduce vehicle miles traveled (VMT) and associated air pollutant emissions as compared to continued low density development at the City's periphery. Additional mitigation beyond restricting growth to SCAG forecasts is not available.	Unavoidably significant for all scenarios.
Impact PH-3 The 2005 General Plan could be found to be consistent with the Southern California Association of Governments Growth Visioning Report. Impacts would be Class III, less than significant, for any of the six land use scenarios.	None required.	Less than significant for all scenarios.
Impact PH-4 Any of the 2005 General Plan land use scenarios would provide for a balance of jobs and housing through 2025. Impacts relating to jobs/housing balances would be Class III, less than significant, for any of the six land use scenarios.	None required.	Less than significant for all scenarios.

1.0 INTRODUCTION

This document is a Final Environmental Impact Report (EIR) that evaluates the environmental impacts that could occur as a result of the growth and development envisioned in the City of San Buenaventura (Ventura) 2005 General Plan. The EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA).

The 2005 General Plan is an update to the 1989 Comprehensive Plan,[1] which is the current general plan for the City. The EIR analysis focuses on the possible physical effects of two primary components of the proposed General Plan: 1) physical development potential; and 2) the goals/policies and subsequent action items/ implementation measures.

This section: (1) provides an overview of the background behind the 2005 General Plan; (2) describes lead, responsible, and trustee agencies for the EIR; (3) describes the purpose of and legal authority of the document; (4) summarizes the scope and content of the EIR; and (5) provides a synopsis of the environmental review process required under CEQA.

The contents of other EIR sections are as follows:

- Section 2.0, *Project Description*, provides a detailed discussion of the proposed Plan.
- Section 3.0, *Environmental Setting*, describes the general environmental setting for the City.
- Section 4.0, *Environmental Impact Analysis*, describes the environmental effects associated with each of six development scenarios.
- Section 5.0, *Other CEQA Requirements*, discusses issues such as growth inducement and significant irreversible environmental effects.
- Section 6.0, *Alternatives*, discusses alternatives to the proposed Plan, including the CEQA-required "no project" alternative.
- Section 7.0, *References and Preparers*, lists informational sources for the EIR and persons involved in the preparation of the document.

1.1 GENERAL PLAN OVERVIEW AND BACKGROUND

The City of Ventura is in the process of updating all of the General Plan elements other than the Housing Element, an update of which was approved by the City Council in 2004. The 2005 General Plan will guide future development within the existing City limits as well as in areas being considered for possible future annexation and those areas potentially affected by City land use decisions. The study area evaluated in this EIR consists of this entire "planning area."

State law (Government Code Section 65300) requires that each city and county adopt a comprehensive general plan. The proposed project fulfills this requirement by updating the City's existing Comprehensive (General) Plan, which was last updated in 1989. The General

[1] *The terms "General Plan" and "Comprehensive Plan" are interchangeable in the context of this EIR. The current plan is termed a "Comprehensive Plan." However, a change to the term "General Plan" is proposed for consistency with State General Plan law and to better reflect the broader nature of the plan.*

Plan defines the framework by which the City's physical and economic resources are to be managed and used in the future. The 2005 General Plan's planning horizon is 2025.

The 2005 General Plan embodies more than six years of intensive communitywide effort to chart a clear course for the future of Ventura. Based on that extensive public participation, the primary focus of the plan is the intensification and reuse of vacant or underutilized parcels in the established urban area of Ventura to provide housing and businesses that complement the needs of the community in attractive buildings and settings that enhance the unique character and identity of the City. This emphasis means that hillside open space will remain undeveloped and agriculturally-designated lands within the Planning Area will not be considered for urban development (which would require voter approval) unless and until they are needed to achieve community planning goals that cannot be met within the existing City limits.
The 2005 General Plan is the second in a series of three connected documents that will guide future conservation and change in the city. The Ventura Vision, published in 2000, set the stage for the policies and actions in the General Plan by establishing citizen desires for environmental preservation and resource protection, community character and design, infrastructure and services, and cultural, recreational, and educational programs. The final piece of the trilogy will be a form-based Development Code. This new approach to zoning prioritizes the appearance of development, while still ensuring that neighboring land uses are compatible and appropriate. The General Plan anticipates that the Code will focus on the districts, corridors, and neighborhood centers where future change will be concentrated.

Following publication of the Ventura Vision, the City Council established a 19-member Comprehensive Plan Advisory Committee (CPAC) to help translate the Vision concepts into issues and priorities to be addressed in the General Plan. The CPAC included people representing neighborhoods, agricultural interests, seniors, and schools, as well as one member from the Planning Commission and one from the City Council. The committee met more than 30 times over almost three years to formulate an issues summary and recommended future land use scenarios, which are presented in the September 2003 CPAC Issues & Alternatives Report.

During the course of the CPAC process, the City published the August 2002 Comprehensive Plan Update Background Report, which provides a detailed account and analysis of the range of existing conditions, opportunities, and constraints that affect planning and land use in Ventura. CPAC took this information into account in refining its recommendations to the Planning Commission and City Council. After several months of review of the CPAC recommendations, the City Planning Commission in December 2003 made some modifications to the CPAC recommended land use scenario.

The City Council met 11 times from February through August 2004 to review the CPAC and Planning Commission recommendations, consider relevant data, and formulate broad goals, policies, and a diagram to guide growth and change in the City until 2025. In July 2004, the City Council selected a general plan diagram for consideration in the Draft EIR, including five potential "expansion areas," and directed City staff to proceed with the preparation of a draft general plan policy document.

In September 2004, the City Council established an ad-hoc General Plan Committee consisting of three Planning Commissioners and three City Council members to work with City staff and consultants to ensure that the General Plan would be completed by July 2005 with ample public

participation, and to ensure open communication, transparency, and coordination among all parties interested in the creation of the General Plan. All of the CPAC, Planning Commission, City Council, and General Plan Committee workshops, meetings, and hearings were open to the public and included significant, meaningful, and often extensive citizen input and participation.

1.2 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

The City of Ventura is the Lead Agency for this EIR under CEQA. The City has primary discretionary authority to determine whether or how to approve the 2005 General Plan.

In addition to the City, other public agencies have discretionary authority over certain aspects of the General Plan. These agencies, called "Responsible Agencies," are responsible for carrying out or approving components of the 2005 General Plan (such as an annexation or an amendment of the City's sphere of influence). Section 15381 of the *State CEQA Guidelines* defines a "responsible agency" as:

> *A public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, responsible agencies include all public agencies other than the lead agency that have discretionary approval authority over the project.*

The "responsible agencies" for the 2005 General Plan are listed below, along with their general approval responsibilities.

- California Coastal Commission – The coastal areas of the City are within the Coastal Zone. Therefore, the 2005 General Plan will also serve as an update to the City's Local Coastal Program (LCP). The updated LCP will require approval by the California Coastal Commission.
- California Department of Conservation – The State Geologist is responsible for the review and approval of the City's program for minimizing exposure to geologic hazards and for regulating surface mining activities.
- Ventura County LAFCO – Possible future adjustments to the City's Sphere of Influence (SOI) are subject to review and approval by the Ventura County Local Agency Formation Commission (LAFCO). In addition, any future annexations by the City that occur under the guise of the General Plan would be subject to LAFCO approval.

Though not responsible for approval of the 2005 General Plan, the Ventura County Transportation Commission and Caltrans are responsible for the review and approval of future regional transportation improvement projects (design, funding, and construction) that may be approved in concept as part of the General Plan. Similarly, the California Department of Fish and Game does not have specific permit authority over the General Plan, but may have review and permit authority over specific future developments that involve alterations of streambeds or that affect sensitive plant or animal species. Similarly, the Ventura County Watershed Protection District has review and permit authority over alterations to flood control facilities, while the Los Angeles Regional Water Quality Control Board (RWQCB) has permit authority over projects with the potential to affect surface water quality under the Clean Water Act.

The U.S. Army Corps of Engineers (USACOE) is a federal agency and therefore is not a responsible agency under CEQA. However, the USACOE has permit authority over individual projects that would affect waters of the United States. Therefore, the USACOE may have authority over certain future developments that could occur under the 2005 General Plan.

Trustee agencies have jurisdiction over certain resources held in trust for the people of California but do not have legal authority over approving or carrying out the project. *CEQA Guidelines* Section 15386 designates four agencies as Trustee Agencies: (1) the California Department of Fish and Game with regards to fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves; (2) the State Lands Commission, with regard to state-owned "sovereign" lands, such as the beds of navigable waters and state school lands; (3) the California Department of Parks and Recreation, with regard to units of the state park system; and, (4) the University of California, with regard to sites within the Natural Land and Water Reserves System.

1.3 PURPOSE AND LEGAL AUTHORITY

This EIR is as an informational document for use in the City's review and consideration of the proposed 2005 General Plan. The Plan will guide subsequent actions taken by the City in its review of new development projects and its establishment of new and/or revised citywide programs. The EIR will also be used by various responsible agencies (listed above) to facilitate informed decision-making with respect to their discretionary authority over the project.

The EIR has been prepared in accordance with the requirements of CEQA and the *State CEQA Guidelines*. In accordance with Section 15121(a) of the *State CEQA Guidelines* (California Code of Regulations, Title 14, Division 6, Chapter 3), the purpose of an EIR is to:

> *Inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

This EIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and contain a more comprehensive discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the *State CEQA Guidelines*, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures. It also provides the City with greater flexibility to address environmental issues and/or cumulative impacts on a comprehensive basis.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required if the Program EIR addresses all of the impacts of the subsequent activity [Guidelines Section 15168(c)]. When a Program EIR is relied on for a subsequent activity, the Lead Agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities [Guidelines Section 15168(c)(3)]. If a subsequent activity would have effects not identified in the Program EIR, the Lead

Agency must prepare a new Initial Study, leading to either a Negative Declaration (ND), a Mitigated Negative Declaration (MND), or an EIR.

The *CEQA Guidelines* [Section 15168(b)] encourage the use of Program EIRs, citing five advantages:

- *Provision of a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR*
- *Focus on cumulative impacts that might be slighted in a case-by-case analysis*
- *Avoidance of duplicative reconsideration of basic policy issues*
- *Consideration of broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them*
- *Reduction of paperwork by encouraging the reuse of data (through tiering)*

This document also serves as a Master Environmental Assessment (MEA) of the City. According to Section 15169 of the *CEQA Guidelines*, an MEA serves as an inventory or database describing the environmental characteristics of the Planning Area. The purpose of an MEA is to identify and organize environmental information that may be used for reference in future EIRs or NDs prepared for individual projects. As noted in the *CEQA Guidelines*, an MEA is used for the following:

- *To identify the environmental characteristics and constraints of an area, information which can be used to influence the design and location of individual projects*
- *To provide information that agencies can use in initial studies to decide whether certain environmental effects are likely to occur and whether they would be significant*
- *To provide a central source of current information for use in preparing EIRs and NDs on individual projects*
- *To serve as a reference for EIRs and NDs on individual projects*
- *To assist in identifying long range, areawide, and cumulative impacts of individual projects*
- *To assist a City or County in formulating a general plan*
- *To serve as a reference document to assist public agencies that review other environmental documents dealing with activities in the area that are covered by the assessment*

1.4 EIR SCOPE AND CONTENT

In accordance with the *CEQA Guidelines*, the City of Ventura issued a Notice of Preparation (NOP) of an EIR in October 2004. Subsequent to the release of the NOP, the City Council decided to revise the development scenarios to be studied in the EIR; therefore, a revised NOP reflecting the scenarios studied in this EIR was issued in December 2004. Both versions of the NOP and the NOP responses are contained in Appendix A. The NOP noted that the 2005 General Plan could have potentially significant impacts in each of the issue areas on the City's environmental checklist. Therefore, this EIR examines all environmental issues on the checklist, including:

- *Aesthetics*
- *Air Quality*
- *Agricultural Resources*
- *Land Use and Planning*
- *Noise*
- *Population/Housing*

- *Biological Resources*
- *Cultural Resources*
- *Energy/Mineral Resources*
- *Geology/Soils*
- *Hazards/Hazardous Materials (including wildland fire hazards)*
- *Public Services (police, fire, schools)*
- *Recreation*
- *Utilities/Service Systems*
- *Transportation/Traffic*
- *Water (including Water Supply, Hydrology/Flooding, and Water Quality)*

The City also held two public scoping meetings for the project to solicit comments on the scope and content of the EIR. The first meeting was held on October 13, 2004. Approximately ten people attended this meeting. The second meeting was held on January 12, 2005. The primary issues raised at both meetings revolved around the assumptions to be used in the EIR analysis. No significant new environmental issues were raised at either meeting.

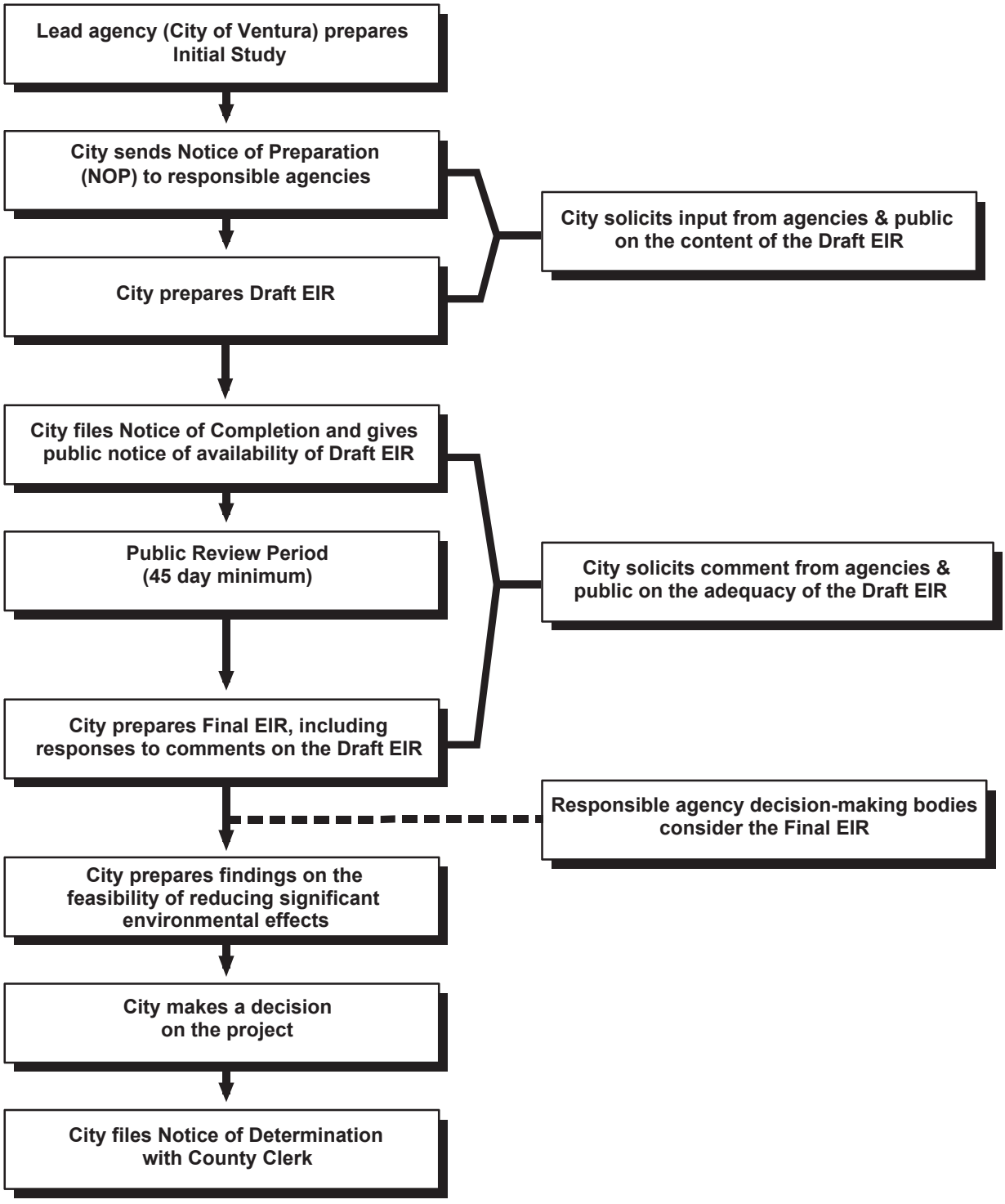
The focus of this EIR is to:

- *Provide information about the 2005 General Plan and different growth scenarios for consideration by the Planning Commission and the City Council*
- *Review and evaluate the potentially significant environmental impacts that could occur as a result of the growth and development envisioned in the 2005 General Plan and different growth scenarios*
- *Identify feasible mitigation measures that may be incorporated into the project in order to reduce or eliminate potentially significant effects.*

1.5 ENVIRONMENTAL REVIEW PROCESS

The environmental review process, as required under CEQA, is summarized below and illustrated generally on Figure 1-1.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. For projects of regional significance, the lead agency holds a scoping meeting during the 30-day NOP review period.
2. **Draft EIR.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion.** Upon completion of a Draft EIR, the lead agency must file a Notice of Completion with the State Clearinghouse and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the Notice in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the Notice to anyone requesting it (*CEQA*



CEQA Environmental Review Process

Figure 1-1

Guidelines Section 15087). Additionally, public notice of the availability of the Draft EIR must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off of the project site; or c) direct mailing to owners and occupants of contiguous properties and others who have requested such notification. The lead agency must solicit comments from the public and respond in writing to all written comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless a shorter period is approved by the Clearinghouse (Public Resources Code Section 21091).

4. **Final EIR.** Following the close of the Draft EIR review period, a Final EIR is prepared. The Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) a list of persons and entities commenting; and d) responses to comments.

5. **Final EIR Certification.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (*CEQA Guidelines* Section 15090).

6. **Lead Agency Project Decision.** Upon certification of an EIR, the lead agency makes a decision on the project analyzed in the EIR. A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).

7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible *(CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision and explaining why the project's benefits outweigh the significant environmental effects.

8. **Mitigation Monitoring/Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

2.0 PROJECT DESCRIPTION

The proposed project is an update of the City of Ventura Comprehensive (General) Plan (hereinafter referred to as the "2005 General Plan"). The 2005 General Plan, which updates the 1989 Comprehensive Plan, establishes the community's vision for the development of Ventura through the year 2025 and will serve as the fundamental land use policy document for the City.

This section of the EIR describes the key characteristics of the 2005 General Plan, including the project applicant, the geographic extent of the plan, project objectives, required approvals, and the various development scenarios under consideration. This section also summarizes the key policy statements from the various General Plan elements that have the potential to result in physical environmental effects.

2.1 PROJECT PROPONENT

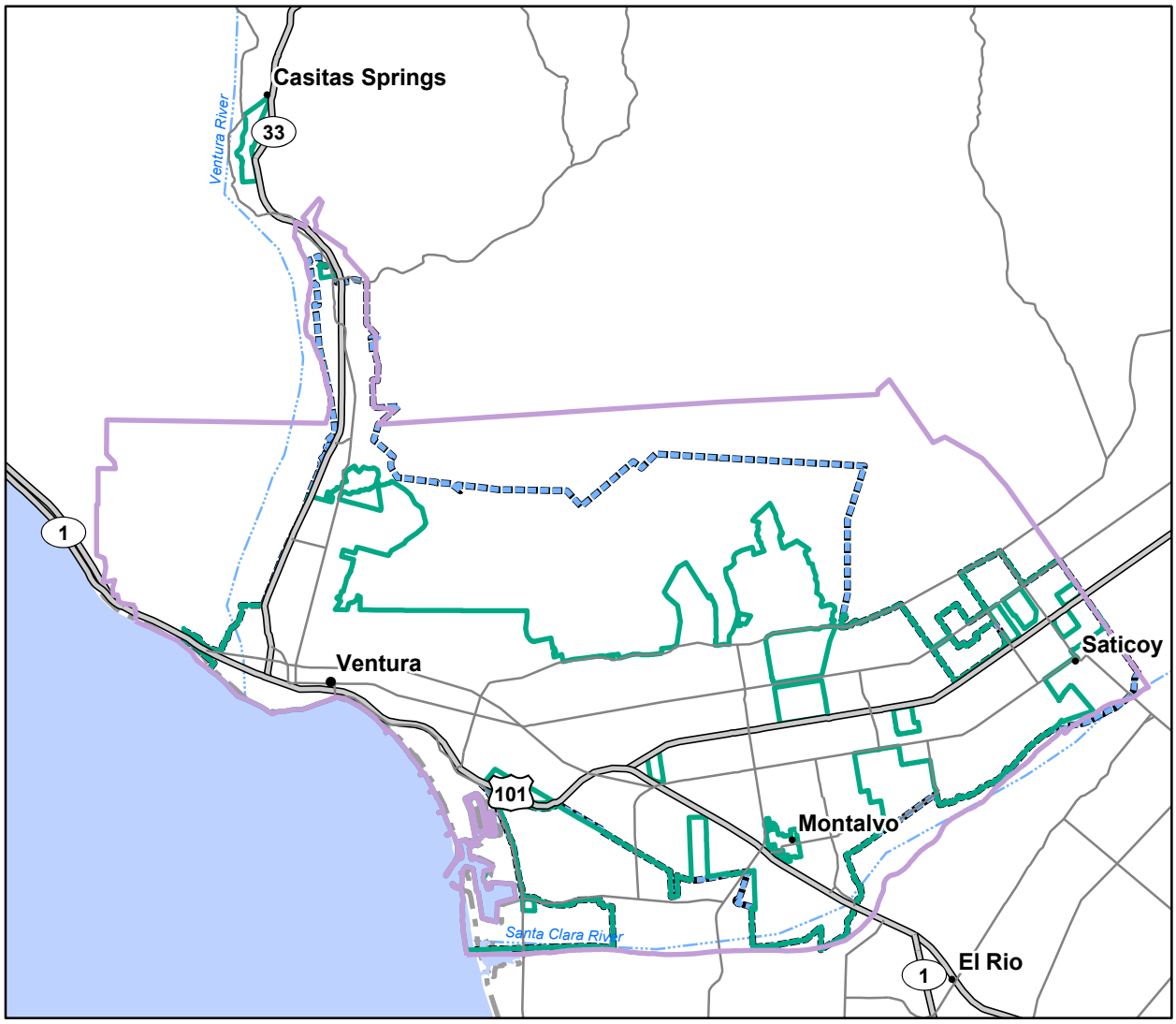
City of San Buenaventura
501 Poli Street
Ventura, California 93001

2.2 GEOGRAPHIC EXTENT OF THE PLANNING AREA

Ventura is located in western Ventura County, approximately 60 miles north of Los Angeles and 25 miles south of Santa Barbara. Figure 2-1a shows the City within the Southern California region. The City is generally bounded by the Ventura River to the west, the Pacific Ocean to the southwest, the Santa Clara River to the south, and the Transverse Range to the north. The key planning boundaries for the community – corporate limits, the sphere of influence, and the Planning Area - are illustrated on Figure 2-1a and described below. An aerial photograph of the Planning Area is presented on Figure 2-1b.

a. Corporate Limits. The corporate limits of the City currently encompass approximately 13,700 acres, or 21 square miles. The City stretches from the Pacific Ocean eastward to the community of Saticoy and northward up the Ventura River valley. The City is not currently seeking annexation of any lands outside the current City limits. However, the City may seek annexation of unincorporated islands as well as urbanized areas adjacent to the current City limits (such as in Saticoy and the North Ventura Avenue area) over the life of the 2005 General Plan. Any annexations would be sought only at such time as the area to be annexed is contiguous with the current (at that time) City limit.

b. Sphere of Influence. The Sphere of Influence (SOI) encompasses both incorporated and unincorporated territories that either are or are anticipated to be within a local agency's ultimate service area. In other words, it represents the probable physical boundaries and service area of a local agency. Typically, an SOI encompasses the area that a local agency expects to annex. The SOI must be approved by the Local Agency Formation Commission (LAFCO). With the passage of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code Section 56000 et seq.), LAFCOs are required to update spheres of influence every five years either in conjunction with, or after completing, service reviews.



Source: US Bureau of the Census TIGER 2000 data.

Regional Location

Figure 2-1a

City of Ventura

Aerial Date: 1994
Sources: City of Ventura, 2002 and Rincon Consultants, Inc., 2005.

Ventura Planning Area Figure 2-1b

City of Ventura

Ventura's current SOI encompasses the entire City as well as several areas outside the current City limits. Areas outside the City, but within the current SOI include portions of the North Ventura Avenue area, the communities of Montalvo and Saticoy, and the Arundell industrial area. About 2,300 acres in the hillsides above the City are also outside the City, but within the current SOI. Finally, all or portions of four of the "expansion areas" under consideration are within the current SOI. These include all of the North Avenue and Poinsettia areas and portions of the Olivas and Serra areas, which are discussed in detail in subsection 2.5, beginning on page 2-8.

The City is not seeking any adjustments to the SOI at this time. However, the 2005 General Plan includes a land use designation ("Industrial") for a small area outside the current SOI. This area encompasses approximately 10-11 acres located north of the City's water filtration plant. The City may seek inclusion of that area within the SOI over the life of the 2005 General Plan; however, any application for an adjustment to the SOI and annexation would occur (if ever) only at such time as the City's corporate boundary has been extended to be contiguous with the boundary of the area. Similarly, should any potential expansion areas be selected for inclusion in the General Plan land use map in the future, the SOI may be proposed for adjustment at that time to encompass the expansion areas. Applications for any necessary SOI adjustments would be sought at such time as development of these areas is proposed. The SOI adjustments that would be needed for each expansion area are discussed in detail in subsection 2.5. Finally, the City is interested in having the SOI moved to be coterminous with the City's corporate boundary for the hillside areas above the City pursuant to Action 1.13 of the Draft General Plan. It is the City's understanding that the Ventura LAFCO is planning to prepare a Municipal Service Review (MSR) for the City that will likely result in the removal this area (and possibly other areas, including all of the potential expansion areas) from the SOI; therefore, the City will not seek an SOI adjustment at this time. However, if the LAFCO does not take action to remove the hillside areas from the SOI, the City may apply for such an adjustment in the future.

c. Planning Area. The Ventura Planning Area encompasses all areas within and outside the City's boundaries that bear a relation to the City's planning area as contemplated by State Government Code section 65300. The current Planning Area for the City encompasses about 31,000 acres and includes the entire City and SOI, as well as the Taylor Ranch area west of the City, additional acreage in the hillsides above the City, and farmlands south and east of the City, including the Olivas expansion area (see subsection 2.5 for discussion of this expansion area). The entire Planning Area is the focus of this EIR.

2.3 PROJECT OBJECTIVES

The 2005 General Plan is intended to function as a policy document to guide land use decisions within the City's planning area through the year 2025. The Plan includes goals, objectives, policies, and implementation programs adopted from the 1989 Comprehensive Plan, the Ventura Vision 2000, and input from the Comprehensive Plan Advisory Committee (CPAC), Planning Commission, City Council, and community received over the course of the development of the Plan.

Adopted by the Ventura City Council in March 2000, the Ventura Vision 2000 set the framework for the 2005 General Plan by setting the overall goals and direction for the

community. The Vision includes a number of vision statements covering a wide range of topics. These are presented on page 2-7 and categorized into five areas for convenience (Environmental, Economic, Social, Planning and Design, and Collaboration). Taken as a whole, the Vision principles establish the general objectives for the 2005 General Plan.
Based on the vision statements and input from the community, CPAC, and Planning Commission, the City Council established the following goals to guide City decision-making.

- **Our Natural Community** - Our goal is to be a model for other communities of environmental responsibility, living in balance with our natural setting of coastline, rivers, and hillside ecosystems.
- **Our Prosperous Community** - Our goal is to attract and retain enterprises that provide high-value, high wage jobs; to diversity the local economy; to increase the local tax base; and to anticipate our economic future in order to strengthen our economy and help fund vital public services.
- **Our Well Planned and Designed Community** - Our goal is to protect our hillsides, farmlands, and open spaces; enhance Ventura's historic and cultural resources; respect our diverse neighborhoods; reinvest in older areas of our community; and make great places by insisting on the highest standards of quality in architecture, landscaping and urban design.
- **Our Accessible Community** - Our goal is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian and transit connections in the City and surrounding region.
- **Our Sustainable Infrastructure** - Our goal is to safeguard public health, well being and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems.
- **Our Active Community** - Our goal is to add to and enhance our parks and open spaces to provide enriching recreation options for the entire community.
- **Our Healthy and Safe Community -** Our goal is to build effective community partnerships that protect and improve the social well being and security of all our citizens.
- **Our Educated Community -** Our goal is to encourage academic excellence and life-long learning resources to promote a highly-educated citizenry.
- **Our Creative Community -** Our goal is to become a vibrant cultural center by weaving the arts and local heritage into everyday life.
- **Our Involved Community -** Our goal is to strive to work together as a community to achieve the Ventura Vision through civic engagement, partnerships, and volunteer service.

2.4 1989 COMPREHENSIVE PLAN

The City Council adopted the current Comprehensive Plan Update to the Year 2010 on August 28, 1989. The 1989 Comprehensive Plan has since served as a policy document that guides land use decisions in the City.

Ventura Vision 2000 Vision Statements

Environmental

- A community that seeks sustainability by simultaneously promoting ecological health, as well as economic vitality and social well-being for current and future generations.
- An environmentally responsible coastal community serving as a model for other areas.
- A community that protects and restores the natural character of its beaches, ocean views, hillsides, barrancas, and rivers as a scenic backdrop for its high quality urban environment.

Economic

- A community that develops a flourishing and balanced economy by encouraging a broad range of high quality employment and entrepreneurial opportunities.
- A community that encourages private economic development that can in turn support public services and amenities associated with a high quality of life.
- A community that develops a vital, prosperous, and stable economy while maintaining its "small town" characteristics and qualities.
- A community where the private and public sectors cooperate to enhance economic vitality.
- A community that actively participates in regional economic development efforts.

Social

- An inclusive, diverse, and tolerant community that welcomes and celebrates all people.
- A community in which all residents have access to quality and affordable health and social services.
- A community that recognizes the importance of children and seniors by providing exceptional cultural, educational, and social support programs.
- A community that provides a diverse range of active and passive recreation for residents and visitors of all ages and abilities.
- A community dedicated to educational excellence and an emphasis on lifelong learning.
- A community that celebrates and is enriched by the arts and its diverse cultural opportunities.

Planning and Design

- A community that retains its character as an attractive coastal town by growing slowly and sustainably and by emphasizing its history, diversity, and natural environment.
- A community that cherishes its distinctive, diverse, and eclectic neighborhoods and recognizes that future changes to the community must preserve their character.
- A community with safe, accessible, and balanced transportation that promotes multiple modes of travel to local and regional destinations.

Collaboration

- A community in which residents collaborate with each other and with the city government in an informed, active, and constructive manner to assess and resolve common issues.

The 1989 Comprehensive Plan is made up of the "Visions of Ventura" and nine individual elements, including each of the seven state-mandated general plan elements plus Parks and Community Design. The elements establish goals, objectives, policies, and programs for public and private entities. The Visions of Ventura is a list of generalized principles and philosophies that serve as guidelines for long-term decision making established by the City Council.

The 1989 Comprehensive Plan land use map is shown on Figure 2-2. The current map includes about 30 individual land use designations. Most of the area within the current City limits is simply designated "Existing Urban," a designation intended to indicate that the site is already developed with an urban use. Other designations allow a variety of residential, commercial, industrial, and institutional uses throughout the City. The hillsides above the City are currently designated Hillside Planned Residential (HPR). Many of the agricultural lands within the planning area continue to be designated Agriculture (AG). These include four of the five areas under evaluation as potential expansion areas to accommodate future growth (North Avenue, Olivas, Serra, Poinsettia). The 1995 "Save Our Agricultural Resources" initiative ("SOAR") amended the 1989 Comprehensive Plan by, among other things, specifying that these Agriculture designations should remain in effect until the year 2030.

The current circulation map includes three roadway designations: (1) Primary Arterial; (2) Secondary Arterial; and (3) Collector.[1] The map shows planned extensions of several roadways, including Cedar Street in West Ventura, Mills Road from U.S. 101 to Harbor Boulevard, and Johnson Drive and North Bank Drive in East Ventura. The map also delineates the existing linear park system and planned improvements.

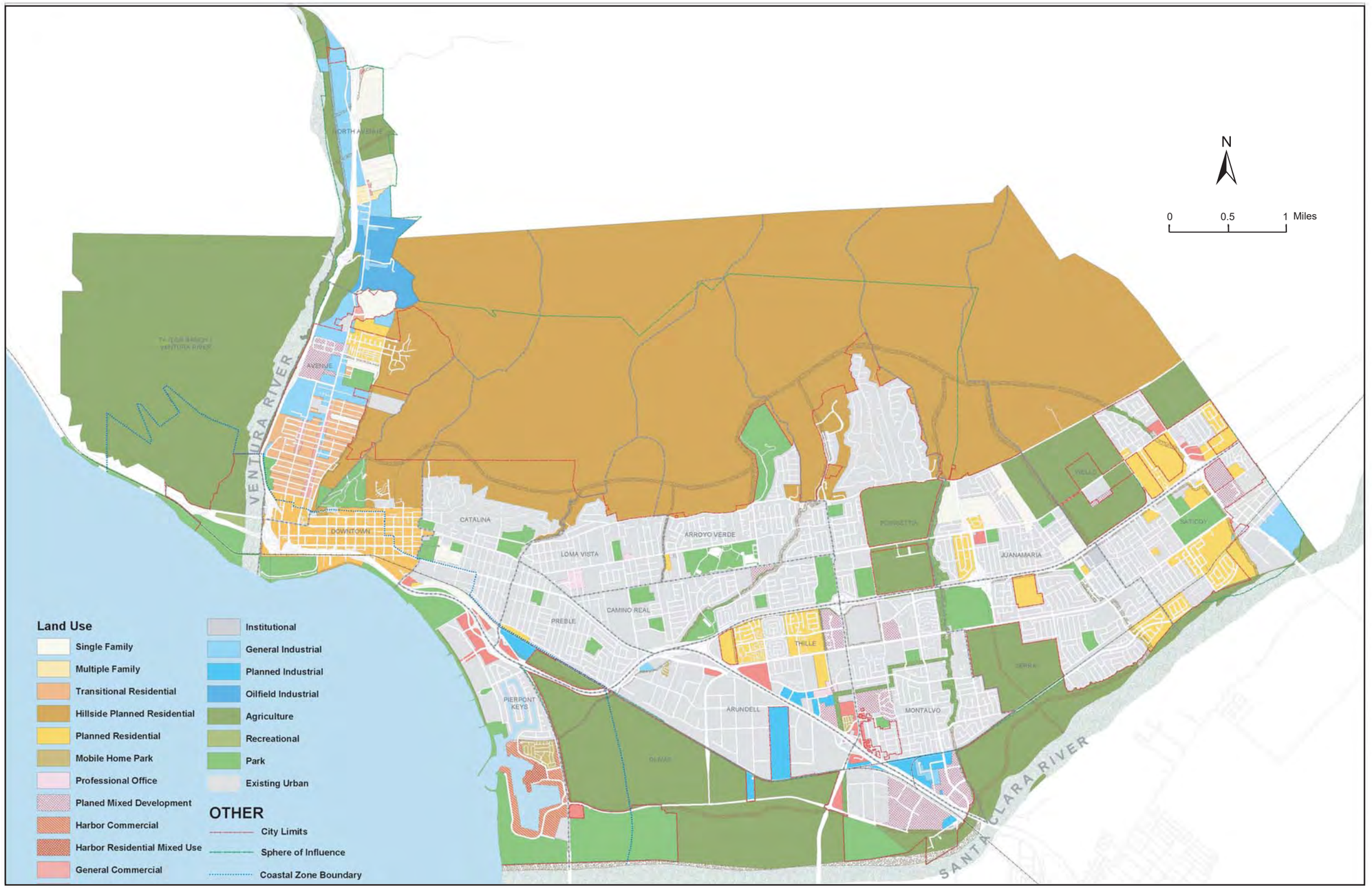
2.5 PROPOSED 2005 GENERAL PLAN

The EIR analysis focuses on two primary components of the 2005 General Plan: (1) physical development potential; and (2) the goals and policies, including subsequent actions. The potential physical development of the City is reviewed and evaluated for each of the areas of environmental impact. As appropriate, the environmental effects of the goals, policies, and actions included in the 2005 General Plan are also reviewed and evaluated for each area of potential impact. Because many of the goals, policies, and actions are specifically intended to mitigate the environmental effects associated with future growth in the City, they are discussed as part of an overall mitigation strategy, where applicable, for a given issue.

2.5.1 General Plan Organization

The proposed 2005 General Plan has been organized into ten chapters that correlate to the chapters of the Ventura Vision document. These chapters encompass the seven elements required by California General Plan law as well as some optional elements. The chapters are listed in Table 2-1. The table also shows how the chapters correlate to the required and optional General Plan elements and the types of topics covered in each chapter.

[1] *Primary arterials are major streets designed to expedite through traffic, with restricted access to abutting properties. Secondary arterials provide access to Major Arterials, other Secondary Arterials, and Collectors, with some access to local roads and major traffic-generating uses. Collectors provide both land access and movement within residential, commercial, and industrial areas, as well as connecting the local areas with the arterial street system.*



Source: City of San Buenaventura, May 2005

Current Comprehensive Plan Land Use Map

Figure 2-2

Table 2-1
2005 General Plan Chapters

2005 General Plan Chapters	Required/*Optional* Elements	Examples of Topics Covered
Our Natural Community	Conservation, Open Space	Open space, hillsides, riparian areas, sensitive plants and animals
Our Prosperous Community	*Economic Development*	Commercial and industrial growth, economic diversification, job opportunities, tourism
Our Well-planned and Designed Community	Land Use, Housing, *Community Design*	Development patterns, neighborhoods, visual character, urban design, demographics, housing needs, affordability, constraints on production
Our Accessible Community	Circulation	Traffic, street network, parking, transit services, bike routes
Our Sustainable Infrastructure	Land Use, *Parks and Recreation*	Public facilities, utilities
Our Active Community	Land Use	Park and recreation facilities, youth and senior programs
Our Healthy and Safe Community	Safety, Noise, *Parks and Recreation*	Development in hazardous areas, hazardous waste management, seismicity, flood control, water quality, brownfields, noise
Our Educated Community	Land Use	Schools, libraries, cultural and historic resources
Our Creative Community	Land Use	Arts, events, community programs
Our Involved Community	Land Use	Participation in governance

Each of the General Plan chapters listed in Table 2-1 includes specific policies and action items intended to meet the overall goals discussed under subsection 2.3, *Project Objectives*. Most of the policies either do not involve physical environmental changes or are intended to reduce the potential environmental changes associated with future development within the City. For example, Chapter 7, *Our Healthy and Safe Community*, includes policies and actions intended to minimize potential conflicts relating to noise, hazardous materials, and seismic and other natural hazards. Consequently, the policies themselves generally would not create significant environmental impacts and are not listed in this project description. A complete listing of proposed 2005 General Plan actions is included in Appendix B. Individual policies and actions with the potential to either create or address physical environmental impacts are discussed as appropriate in the individual impact discussions in Section 4.0, *Environmental Impact Analysis*.

2.5.3 Land Use Map

The purpose of the land use map is to guide the general distribution, location and extent of the various types of land uses in the City. For the 2005 General Plan, the roughly 30 existing land use designations in the current land use map are proposed to be consolidated into 10 designations in four categories, as shown in Table 2-2. Specific land use regulations for parcel development will continue to be defined in the Zoning Ordinance, which will be updated following adoption of the 2005 General Plan.

Table 2-2
Planning Designations

Designation	Principal Use Development Intensity/Density
Neighborhood Low	Emphasizes detached houses with some attached units in a small mix of building types at approximately 8 dwelling units per acre. Predominantly residential
Neighborhood Medium	Anticipates a mixture of detached and attached dwellings and higher building types at approximately 9 to 20 dwelling units per acre. Predominantly residential with small scale commercial at key locations, primarily at intersections and adjacent to corridors.
Neighborhood High	Accommodates a broader mix of building types, primarily attached, at up to 54 dwelling units per acre. A mix of residential, commercial, office, and entertainment that includes mixed-use buildings.
Commerce	Encourages a wide range of building types of anywhere from two to six stories that house a mix of functions, including commercial, entertainment, office, and housing.
Industry	Encourages intensive manufacturing, processing, warehousing, and similar uses, as well as light, clean industries and support offices; also encourages limited workplace-serving retail functions and work-live residences where such secondary functions would complement and be compatible with large-scale buildings.
Public and Institutional	Accommodates civic functions such as government offices, hospitals, libraries, and schools.
Agriculture	Predominantly commercial cultivation of food and plants and raising of animals.
Parks and Open Space	Dedicates land to public recreation and leisure and visual resources.

The map specifies land uses for all areas of the City. The land use map does not change the land use designation of any agricultural lands within the Planning Area that are currently designated for agricultural or open space uses under either the City's 1989 Comprehensive Plan or the County of Ventura General Plan. However, at the direction of the City Council, the EIR analysis considers a range of possible future land use scenarios, some of which include potential "expansion areas" that are currently used for agriculture or open space, but may be considered for future development. Discussions of areas where intensification and reuse of urbanized lands is to be emphasized and each of the expansion areas follow.

a. Intensification/Reuse. The proposed land use map is intended to primarily emphasize intensification and reuse of already urbanized lands within the current City and SOI. To that end, the map includes nine growth districts and eight growth corridors located throughout the City that are to be the focal points of future development and land use intensification. Most of the growth districts and corridors are already within the City and developed with urban uses. However, portions of the Upper North Avenue, North Avenue, Saticoy, and Arundell districts are currently either in oil or agricultural production and within the current SOI, but outside the current City limits. These areas are already designated for urban uses (primarily industrial) under the 1989 Comprehensive Plan, but would require annexation prior to development within urban uses.

The districts and corridors are primarily commercial or industrial in character, though some (Upper North Avenue, Arundell, Saticoy) include agricultural and vacant lands that are designated for urban use under the 1989 Comprehensive Plan. The districts and corridors are anticipated over time to be partially re-developed with a mix of uses that may include the underlying land use and/or residential use (for example, properties within the primarily commercial Main Street corridor could be developed with either commercial or residential uses, or some combination thereof). All or portions of three of the districts – Downtown, North Bank, and Saticoy – are to be subject to Specific Plans that specify mixed land uses. The Harbor district is subject to the draft Harbor Master Plan.

On Commerce-designated parcels, it is assumed that future developments could entail: (1) commercial only projects; (2) mixed use projects that include a commercial component and a residential component; or (3) multiple family residential only projects. For Industrial-designated parcels, industrial only projects would be allowed. Residential uses could include work/live or live/work residences or traditional housing as part of mixed use development so long as residences are not subject to significant compatibility conflicts relating to such issues as aesthetics, noise, or health and safety that cannot be addressed through site planning.

Additional development may also occur outside the growth districts and corridors as infill of vacant parcels occurs. The City is largely built out, but vacant parcels are located throughout the community. In addition, there are a number of undeveloped parcels outside the City, but within the SOI that could develop over the next 20 years. All of these areas are currently designated for urban uses under the 1989 Comprehensive Plan and therefore are not subject to the Save Our Agricultural Resources (SOAR) Ordinance (see Section 4.1, *Agriculture*, for a discussion of the SOAR Ordinance).

b. Potential Expansion Areas. As discussed above, the General Plan land use map does not include any re-designation of lands currently designated for agricultural or open space use. Nevertheless, at City Council direction, this EIR considers five separate areas for possible future expansion. These include:

- ***North Avenue*** *– a 55-acre area west of Ventura Avenue and north of Los Cabos Lane that is currently primarily in agricultural production (orchards)*
- ***Olivas*** *– a 930-acre agricultural area (mix of row crops and orchards) located between the Midtown and Arundell communities and Ventura Harbor that is roughly bounded by the Union Pacific Railroad, Telephone Road, Olivas Park Drive, and Harbor Boulevard*
- ***Serra*** *– a 438-acre area in East Ventura that is primarily in agricultural production (mix of row crops and orchards) and is roughly bounded by Telephone Road, Montgomery Avenue, Bristol Road, and Ramelli Avenue*
- ***Western Cañada Larga*** *– a 110-acre area along the east and west sides of SR 33 at the entrance to Cañada Larga that is primarily undeveloped grazing land, with a limited amount of irrigated agriculture*
- ***Poinsettia*** *– a 418-acre agricultural area (orchards) generally bounded by SR 126 on the south, Hill Road on the west, Foothill Road on the north, and Harmon Barranca on the east.*

The entirety of four of the five potential expansion areas – North Avenue, Olivas, Serra, and Poinsettia - are designated "Agriculture" in the 1989 Comprehensive Plan; therefore, a public vote is required in accordance with the City's SOAR Ordinance prior to any re-designation of these areas to allow a non-agricultural use until 2030. An approximately 29-acre portion of the Western Cañada Larga expansion area is also subject to SOAR. The 2005 General Plan would not change the land use designation for any of these areas. Any land use designation change and subsequent development in any of these areas would need to be pursued by individual landowners and would occur only after receiving voter approval of a General Plan amendment.

The portion of the 110-acre Western Cañada Larga area east of SR 33 is outside the current SOI and has no City land use designation. This area is designated Open Space under the County of Ventura General Plan and would be subject to the County's SOAR Ordinance if a re-designation were sought through the County. However, if considered for annexation by the City, the area would not be subject to either the County or City SOAR Ordinances. Nevertheless, no re-designation of the area is being proposed or considered at this time.

Because no re-designation or specific development concepts are currently being considered for any of the potential expansion areas, the magnitude and type of development (if any) that may occur in any of the areas cannot be predicted with certainty. It is anticipated that any of the expansion areas would only be developed in accordance with a specific plan that provides guidance with respect to land use, infrastructure, circulation, and development standards. However, the CPAC provided the following general parameters for future development in any of the expansion areas, which are assumed to form the basis for possible future development proposals:

- *Build new neighborhoods in a compact form and plan for walkability (i.e., 80-to-100 acres, ¼- mile from center);*
- *Encourage development that promotes a mix of housing types and meets affordable housing needs;*
- *Connect street systems that balance auto, pedestrian, and bicycle movement in a fine-grained block, pedestrian and park network system;*
- *Encourage mixed-use development, preferably near transit nodes;*
- *Encourage development that responds to unmet needs in nearby existing neighborhoods;*
- *Connect open spaces, parks and trails into an integrated system;*
- *Protect sensitive habitat and watershed land;*
- *Recognize traditional downtown, commercial districts and urban neighborhoods as being critical anchors for the economic and community vitality of a region; and*
- *Assume that each potential neighborhood has the opportunity not only to provide amenities to its residents directly, but also to improve quality of life for the larger community.*

c. Possible Future Changes to Sphere of Influence Boundaries. As noted in subsection 2.2, although the City is not seeking adjustment to the Sphere of Influence (SOI) at this time, implementation of the 2005 General Plan may require several adjustments to the Sphere of Influence (SOI) that would subsequently be processed and subject to approval by LAFCO. About 2,300 acres in the hillsides above the City are proposed to be removed from the SOI. This would remove these areas from consideration for future City extension of services and focus

future development on non-hillside areas. In addition, approximately 10-11 acres north of the City's water filtration plant along the west of SR 33 may need to be included in the SOI at some point in the future. This area is partly in agricultural use, but it is designated for industrial development in the Ventura County General Plan and in the 1989 Comprehensive Plan.

The SOI would not need to be adjusted at this time to include any of the expansion areas considered in this EIR. However, certain expansion areas would require expansion of the SOI if they are to be considered for future development. Such SOI expansions would be sought, if ever, at such time as development of the areas is proposed. Possible future expansions of the SOI include the following:

- ***Western Cañada Larga*** *– This 110-acre area, located at the northern end of the Planning Area along the State Route (SR) 33 corridor, would need to be included in the SOI if selected for possible future development. Inclusion within the SOI could occur only at such time as the City's corporate boundary has been extended to be contiguous with the boundary of the expansion area.*
- ***Olivas*** *– About 55 acres of the 930-acre Olivas area (the portion of this area north of U.S. 101) are within the current SOI. However, the remaining 875 acres, which consist of agricultural land located primarily between U.S. 101 and Harbor Boulevard, would need to be included in the SOI if this area is selected for possible future development.*
- ***Serra*** *– About 160 acres of the 438-acre Serra area are currently outside the SOI. This area, which is located south of Bristol Road and along the north bank of the Santa Clara River, would need to be included in the SOI if the Serra area is selected for possible future development.*

Because the Ventura LAFCO may remove all areas subject to voter approval from the SOI as a result of its Municipal Service Review, any of the expansion areas may have been removed from the SOI by the time they are considered for development. Therefore, an SOI adjustment may need to be sought for any of the expansion areas.

2.5.4 Possible Land Use and Growth Scenarios

This EIR considers six different land use scenarios selected by the City Council that represent options for accommodating future growth in the City. The options range from including no expansion areas and focusing development almost exclusively on already urbanized areas to including up to three expansion areas for possible future development. The six 2025 development scenarios include:

1. **Intensification/Reuse Only Scenario –** This scenario assumes that future development will be limited to areas within the current Sphere of Influence and that none of the possible expansion areas would be considered.

2. **Intensification/Reuse + North Avenue + Olivas + Serra –** This scenario assumes an emphasis on infill development at an intensity level similar to that of the Intensification/Reuse Only, but includes the following potential expansion areas:
   - *North Avenue (55 acres)*

- *Olivas (930 acres)*
- *Serra (438 acres)*

3. **Intensification/Reuse + North Avenue + Olivas Scenario –** This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - *North Avenue (55 acres)*
   - *Olivas (930 acres)*

4. **Intensification/Reuse + North Avenue + Serra Scenario –** This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - *North Avenue (55 acres)*
   - *Serra (438 acres)*

5. **Intensification/Reuse + North Avenue + Western Cañada Larga Scenario –** This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - *North Avenue (55 acres)*
   - *Western Cañada Larga (110 acres)*

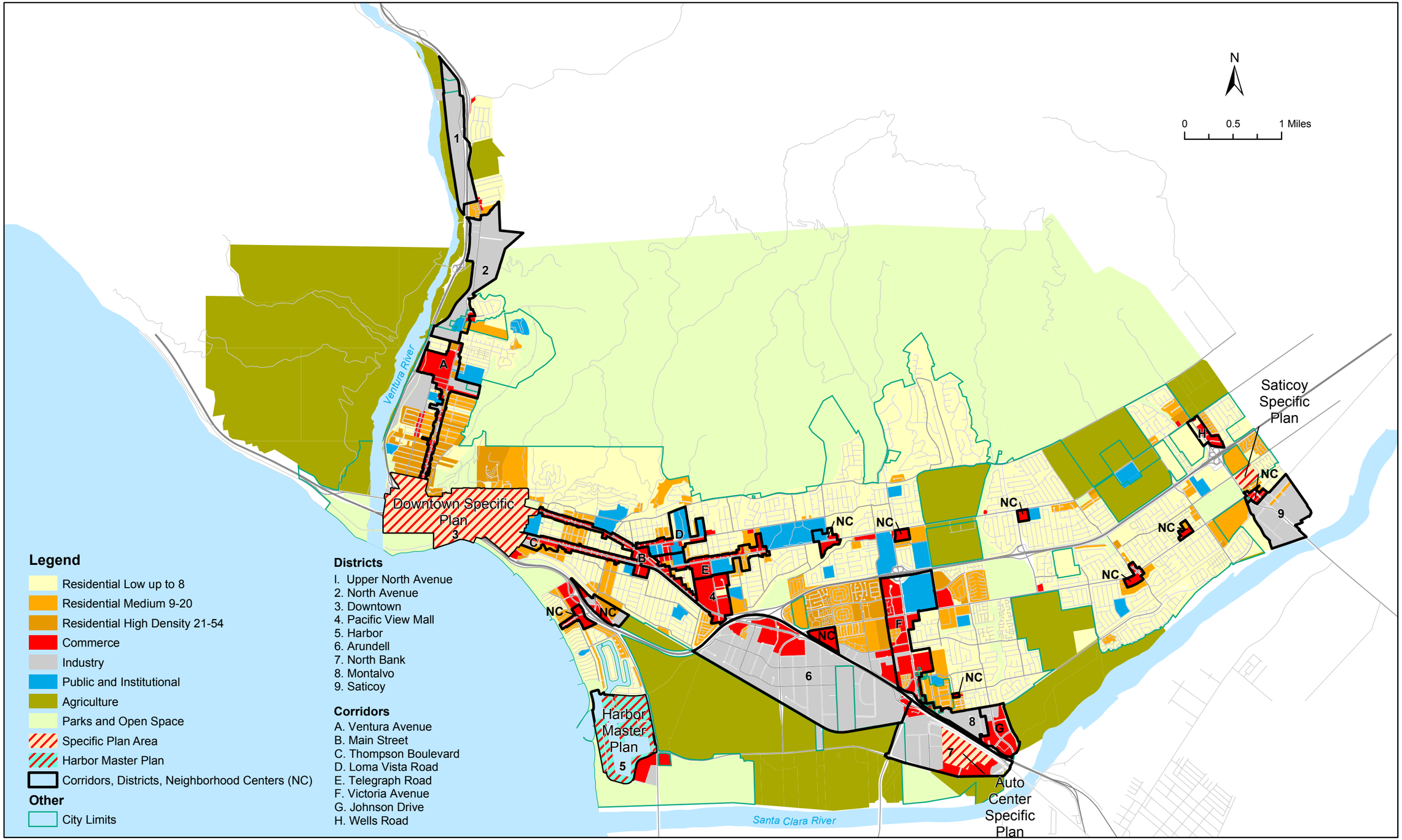
6. **Intensification/Reuse + North Avenue + Poinsettia Scenario** - This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - *North Avenue (55 acres)*
   - *Poinsettia (418 acres)*

The various land use scenarios are shown on Figures 2-3 through 2-8.

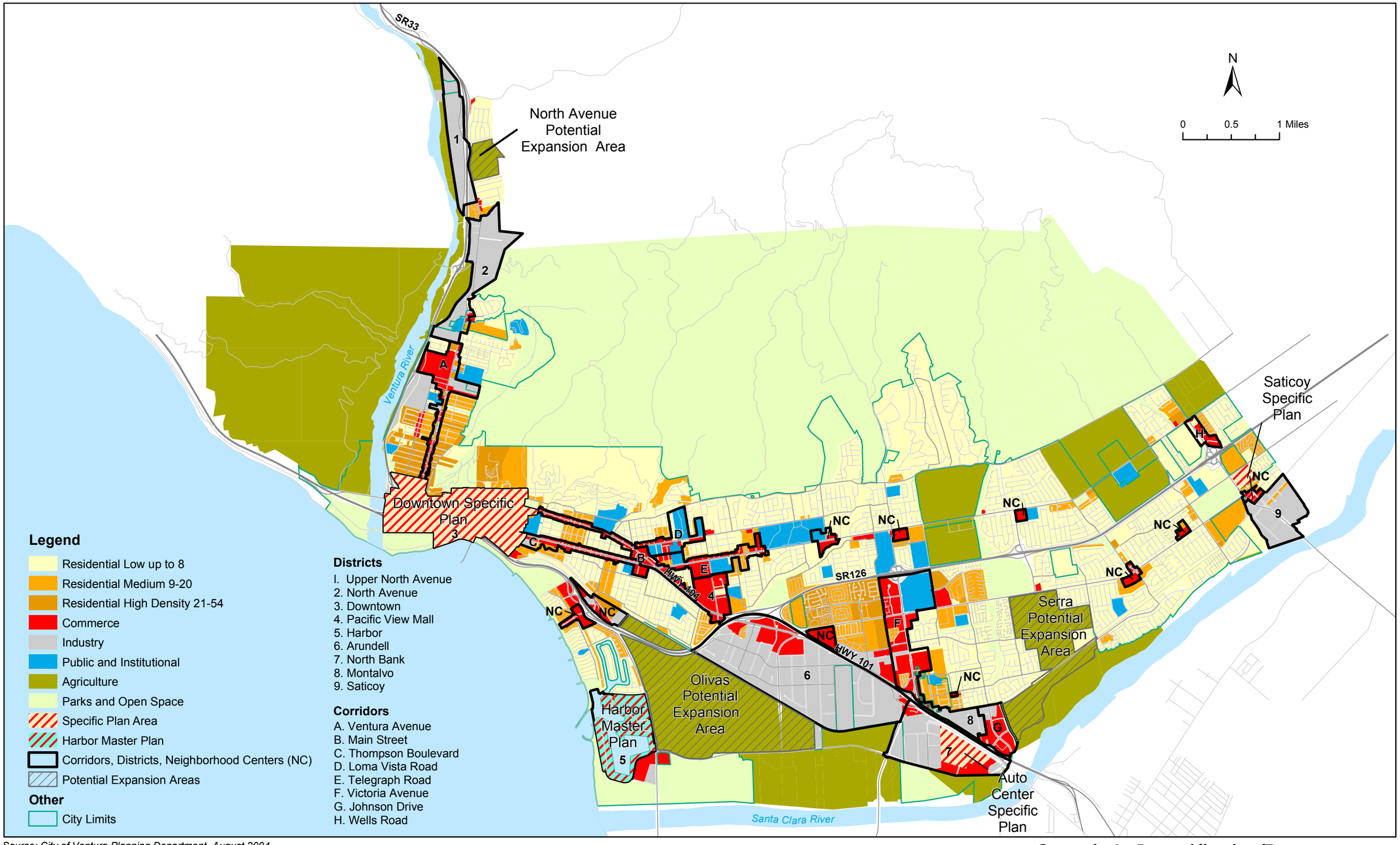
Each of the land use scenarios emphasizes intensification and reuse of already urbanized lands prior to development of "greenfields" at the City's periphery. As discussed previously, future growth is to be primarily focused within the nine growth districts and eight growth corridors located throughout the City.

The primary difference among the land use scenarios is in the areas included for possible future expansion of the City. The Intensification/Reuse Only scenario (Scenario 1) assumes that future growth would be limited to areas within the proposed SOI that are already designated for non-agricultural uses (this excludes the hillside areas above the City, which are proposed for removal from the SOI). The Intensification/Reuse + North Avenue + Olivas + Serra scenario (Scenario 2) assumes eventual development of three expansion areas. The other scenarios with potential expansion areas (Scenarios 3-6) include the North Avenue area plus one of the other expansion areas. The primary purpose of analyzing these scenarios is to weigh the relative impacts and benefits of considering future development of the Olivas, Serra,



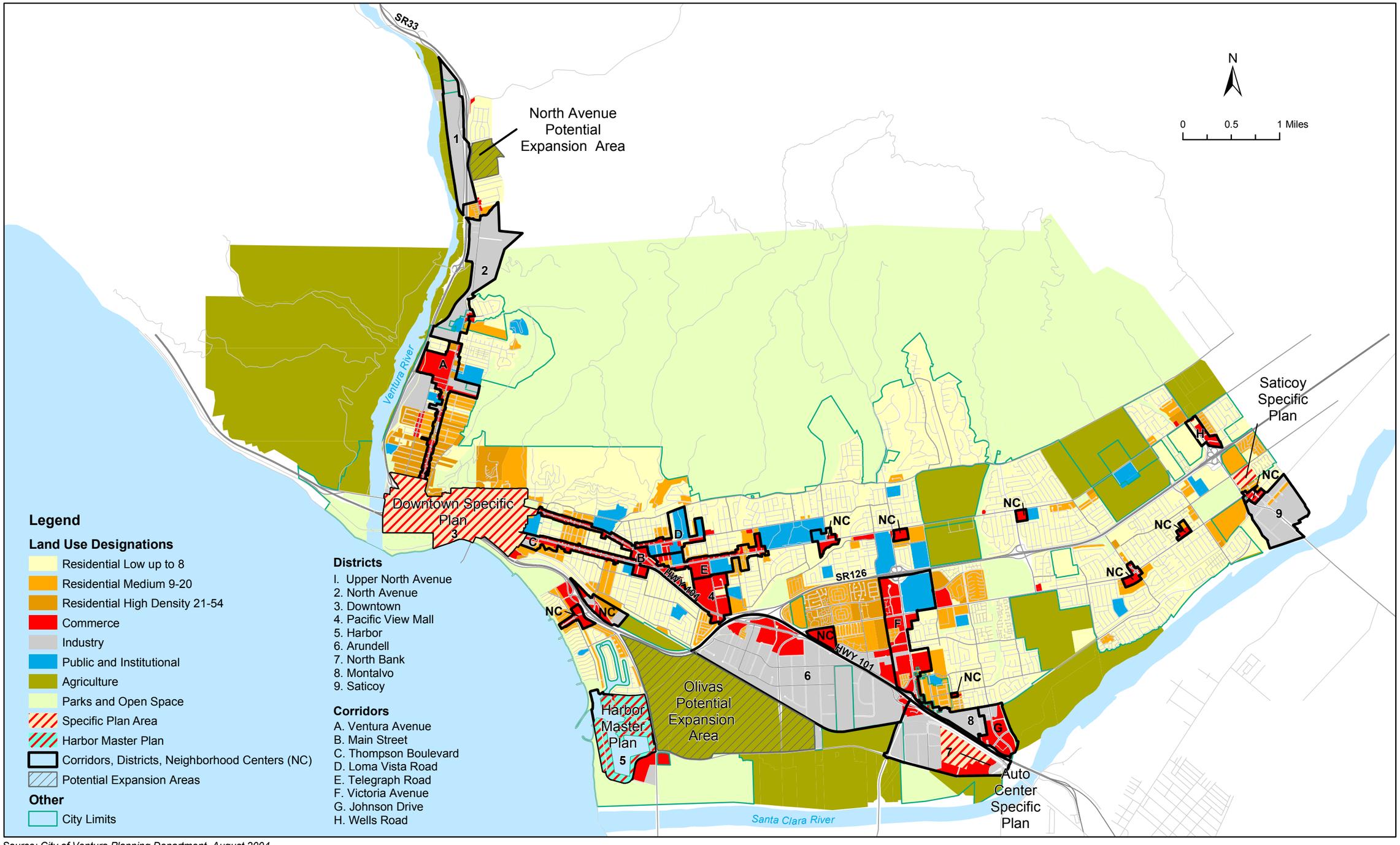
Source: City of Ventura Planning Department, August 2004.

Scenario 1 - Intensification/Reuse Only
Figure 2-3
City of Ventura



Source: City of Ventura Planning Department, August 2004.

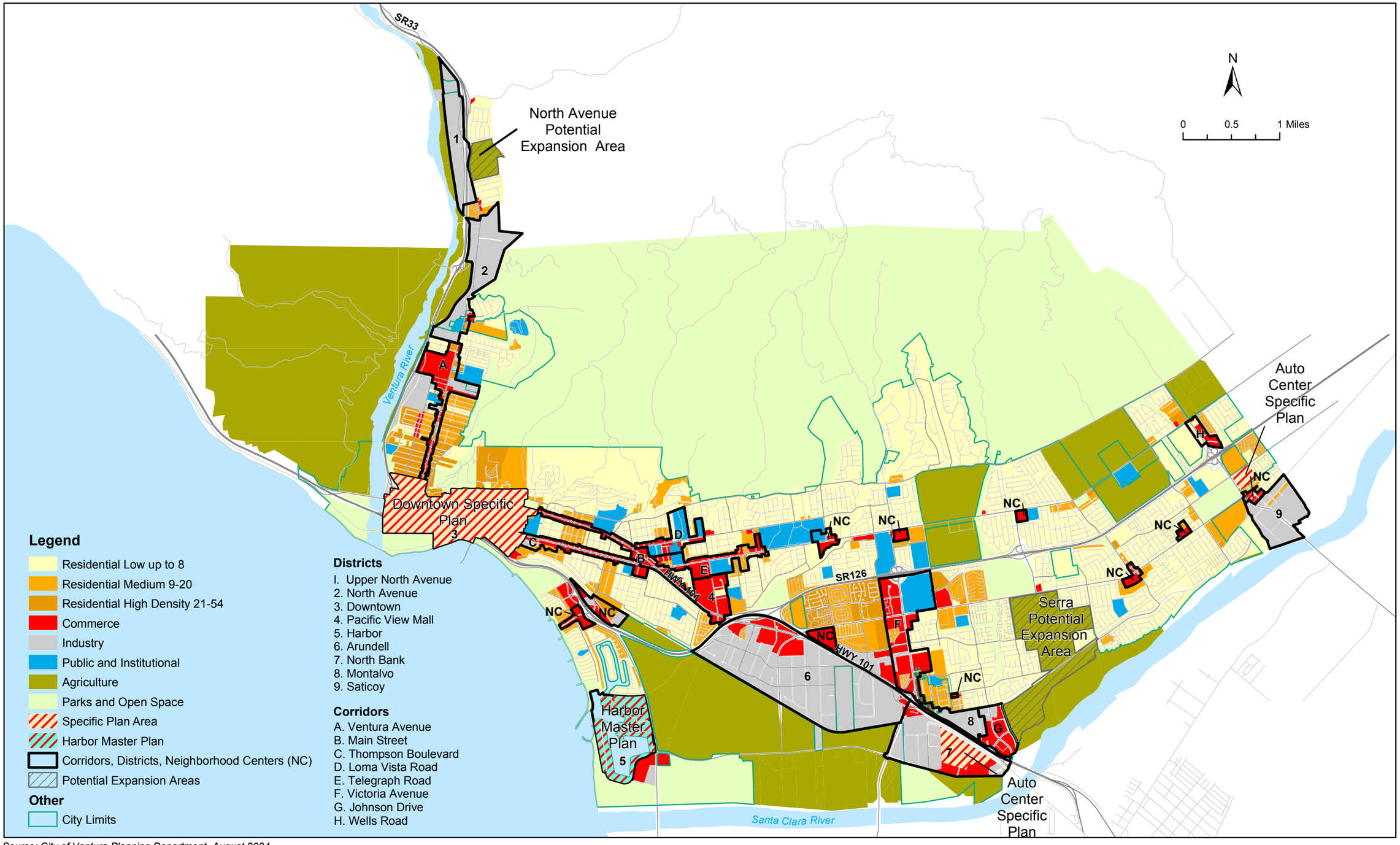
Scenario 2 - Intensification/Reuse + North Avenue + Olivas + Serra Figure 2-4



Source: City of Ventura Planning Department, August 2004.

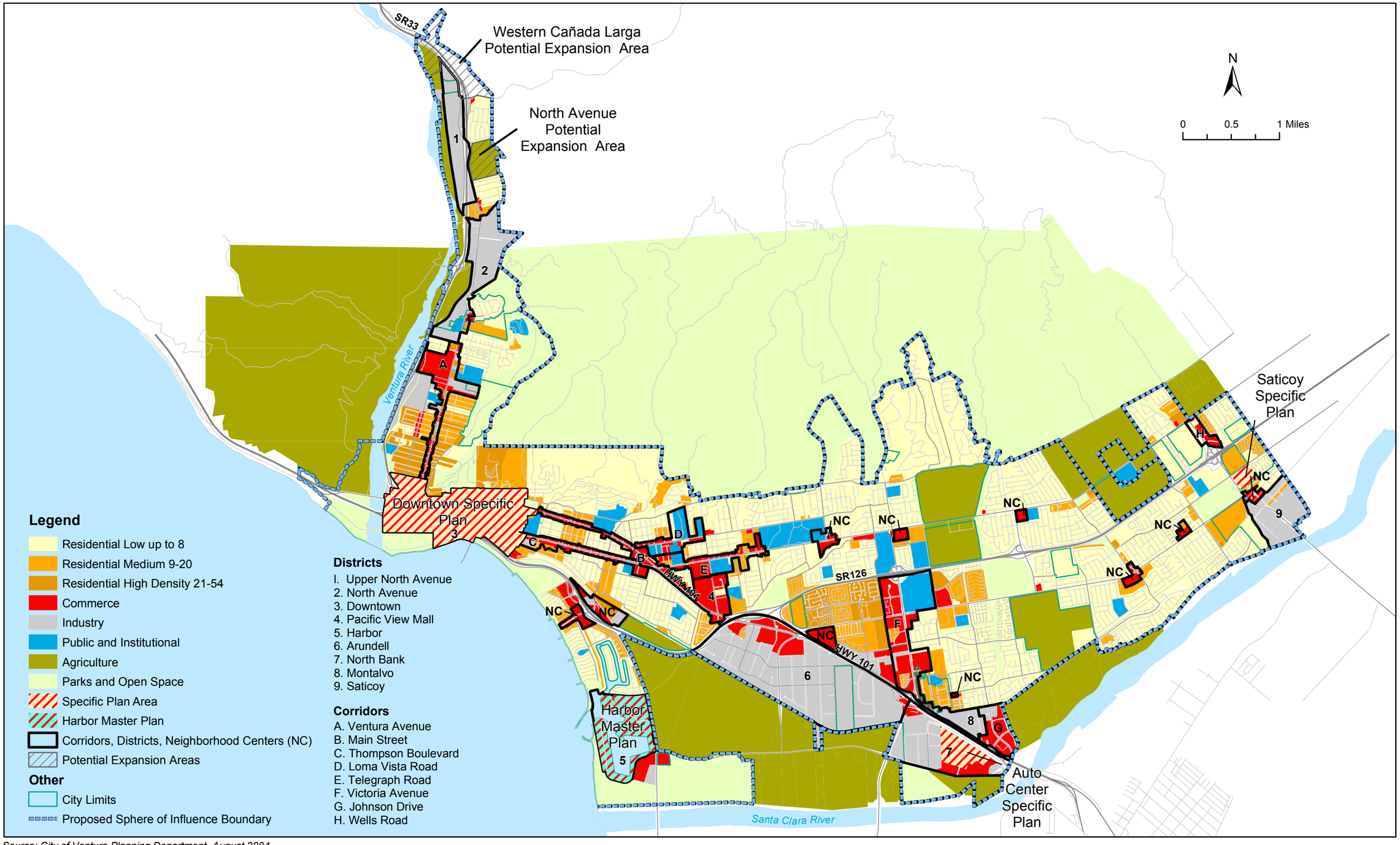
Scenario 3 - Intensification/Reuse + North Avenue + Olivas Figure 2-5

City of Ventura



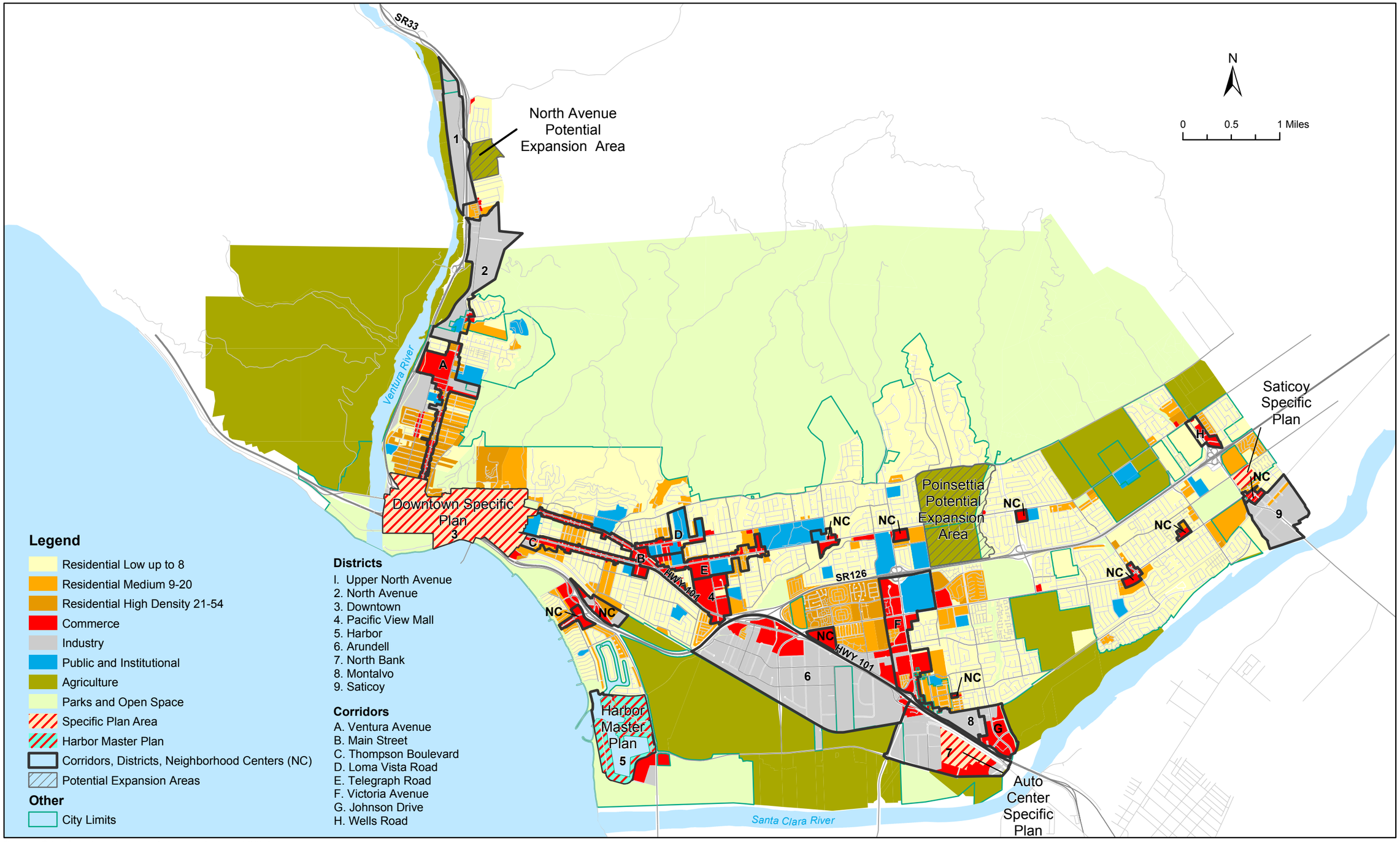
Source: City of Ventura Planning Department, August 2004.

Scenario 4 - Intensification/Reuse + North Avenue + Serra Figure 2-6



Source: City of Ventura Planning Department, August 2004.

Scenario 5 - Intensification/Reuse + North Avenue + Western Cañada Larga Figure 2-7



Source: City of Ventura Planning Department, August 2004.

Scenario 6 - Intensification/Reuse + North Avenue + Poinsettia Figure 2-8

Western Cañada Larga, and Poinsettia areas. It is assumed that the SOI would be adjusted as necessary for each of the scenarios to include the expansion areas being considered for the scenario at such time as future development is considered. Figures 2-3 through 2-8 show the possible future SOIs under each land use scenario.

Based on the policies and actions outlined in Chapter 3 of the 2005 General Plan, each expansion area is assumed to include a mix of residential uses at varying densities and non-residential uses, including retail and office uses, schools, and other institutional facilities. It is assumed that any of the areas would also include large areas of public open space (parks, passive open space, recreational facilities) that serve the community as a whole. The actual amount of development and open space that may be provided in future specific plans for the expansion areas will likely vary from what is assumed in the EIR. However, any future development within any of the expansion areas would be subject to a vote of the electorate and/or further independent environmental review under CEQA.

2.5.5 Growth Projections

a. Growth Assumptions for Environmental Analysis. Residential and non-residential growth estimates were developed for purposes of environmental analysis in order to provide decision-makers and the community a realistic assessment of the potential environmental effects of growth through 2025. The residential and non-residential growth assumptions used for the analysis of the various land use scenarios are discussed below.

Population and Residential Growth. For the purpose of environmental analysis and forecasting future residential growth through 2025, two growth scenarios were used. A 1.14% annual growth rate was used for the five scenarios that include expansion areas (Scenarios 2-6), while a lower growth rate of 0.88% annually was used for Scenario 1 (the Intensification/ Reuse Only scenario). The lower growth rate was used for Scenario 1 because it was assumed that limiting growth to the current SOI would result in a lower overall growth rate. The 1.14% growth rate represents the annual growth rate for the City from 1984-2004 (20-year rate), while the 0.88% growth rate represents the annual growth rate from 1994-2004 (10-year rate).

Table 2-3 shows the level of housing and population growth that would occur in the City through 2025 under both the 1.14% and 0.88% annual growth rates. As shown, the 1.14% growth rate would add about 11,000 residences and, based on the current average of 2.57 persons per dwelling unit (California Department of Finance, 2004), about 28,000 people. The 0.88% annual growth rate would add roughly 8,300 residential units and 21,000 people.

Non-Residential Growth. Non-residential growth through 2025 was estimated based upon job growth estimates developed by Stanley R. Hoffman Associates, Inc. as part of a land supply and demand analysis performed in conjunction with the 2005 General Plan. The "medium growth" estimate from the Stanley R. Hoffman report was assumed to apply to the five land use scenarios that include expansion areas (Scenarios 2-6) and the "lower growth" estimate was applied to the Intensification/Reuse Only Scenario (Scenario 1).

Table 2-4 shows the medium and lower job growth estimates for the City. As indicated, the medium growth scenario would add about 12,300 new retail, office, and industrial jobs, and about 19,700 total jobs. Under the lower growth estimate, the City would add about 8,600

Table 2-3
Population and Housing Projections

	2004 Levels[a]	2025 Estimates		Change from 2004-2025	
		0.88% Annual Growth	1.14% Annual Growth	0.88% Annual Growth	1.14% Annual Growth
Population	104,952	126,153	133,160	21,201	28,208
Housing Units[b]	40,880	49,138	51,867	8,258	10,987

[a] *Source: California Department of Finance, City/County Population and Housing Estimates, 1/1/2004. Note that 2004 data are used as the baseline because 2005 data were not available when the EIR was initiated in Fall 2004; 2005 population and housing estimates are provided in Table 3-1 in Section 3.0, Environmental Setting.*

[b] *Housing unit estimates assume that the current ratio of 2.57 persons per household remains constant through 2025. In reality, the number of persons per unit could go up or down, depending upon housing costs, the types of housing built in the City, population growth, and other factors.*

Table 2-4
Projected Job Growth by Sector, 2004-2025

Sector	2004 Jobs	2025 Jobs		Job Growth 2004-2025	
		Lower Growth (Scenario 1)	Medium Growth Scenario (Scenarios 2-6)	Lower Growth (Scenario 1)	Medium Growth (Scenarios 2-6)
Retail	12,095	13,432	13,857	1,337	1,762
Office	14,014	17,943	20,189	3,929	6,175
Industrial	9,322	12,662	13,684	3,340	4,362
Total (Retail, Office, Industrial)	**35,432**	**44,037**	**47,730**	**8,605**	**12,298**
Total Jobs (all sectors)	**54,732**	**69,211**	**75,060**	**14,479**	**20,328**

Job estimates from Stanley R. Hoffman Associates, Inc., August 2003, and UCSB Economic Forecast Project. Job estimates for 2004 are based on interpolation between 2000 and 2005 "low growth" estimates.

retail, office, and industrial jobs, and about 14,500 total jobs. Under the medium growth scenario, the projected job growth would increase citywide employment by about 37% through 2025. Under the lower growth scenario, citywide employment would grow by about 26% through 2025.

Table 2-5 on page 2-32 shows the projected increase in retail, office, and industrial building area needed to accommodate the job growth projections shown in Table 2-4. As indicated, the projected increase in jobs is expected to create demand for about 5.3 million square feet of new building area under the medium growth scenario and about 3.8 million square feet of new building area under the lower growth scenario. Discounting the amount of non-residential

Table 2-5
Projected Housing Growth Distribution

Growth Area	Intensification/ Reuse Only (Scenario 1)	Scenarios 2-6
Currently Planned/ Pending[a]	1,700	1,700
Growth Districts/ Corridors	3,950	3,950
SOI/Other Infill[b]	2,650	2,650
Expansion Areas	--	2,700
Total	**8,300**	**11,000**

See Appendix C for a detailed breakdown of assumed residential growth by district/corridor and expansion area.

[a] From City of Ventura Community Development Department, Pending Projects, July 2004.

[b] Includes development of non-agriculturally designated agricultural lands in East Ventura (1,250 units), growth expected within the Pierpont and other neighborhood centers (200 units), development of up to 300 second units on single family lots, and development of vacant and underutilized parcels outside the districts and corridors (700 units).

development already planned or pending (estimated at 639,724 square feet per the City's pending projects list, July 2004), the net increase in retail, office, and industrial development needed to meet demand would range from about 3.2 million square feet under the lower growth scenario to about 4.7 million square feet under the medium growth scenario.

b. Projected Distribution of Growth. In order to assess the possible impacts of projected growth through 2020, it was necessary to develop working assumptions regarding how overall residential and non-residential growth might be distributed throughout the Planning Area. Working assumptions were developed by City and consultant staff based on the general guidance and priorities provided by the CPAC, the Planning Commission, and the City Council.

Potential residential and non-residential growth can be broken down into four geographic categories:

- *Currently planned and pending projects that are being or are planned to be developed under the existing Comprehensive Plan;*
- *Intensification or reuse development in Growth Districts and Corridors;*
- *Infill development in other already urban areas of the City;*
- *Development of expansion areas.*

Currently planned and pending projects were taken from the City's Pending Projects list. These were assumed to occur. The remainder of the growth was distributed throughout the planning area for each of the scenarios based on the following general assumptions:

- *Intensification/reuse within already urbanized areas has highest priority and development within expansion areas will occur only when it can help implement City*

planning objectives. To this end, it was assumed that about 8,300 residential units would be built within areas of the proposed SOI that are designated for urban uses under any scenario. For the scenarios that include expansion areas, the remaining 2,700 units would be built within expansion areas.

- *Within the intensification/reuse areas, the older core areas of the City – in particular, Downtown and the Ventura Avenue corridor – will continue to be a focal point of development and are likely to accommodate a large proportion of the residential and non-residential growth.*
- *The Downtown and Harbor Districts will generally develop in accordance with the Specific Plans being developed for those two areas.*
- *Expansion areas will be developed with a mix of residential and non-residential uses. The overall mix and density of development assumed to be developed is dictated by the amount of available land. For example, expansion areas with more acreage than necessary to accommodate projected growth will be assumed to have a high percentage of civic space (recreational facilities, etc.) or to remain partially in agriculture.*

It is important to note that the assumptions used in the EIR analysis are not meant to serve as development caps, either in an overall sense or within individual districts/corridors or expansion areas. Rather, the growth assumptions are used for analytical purposes in order to provide information about the possible effects of growth through 2025. In reality, any of the EIR scenarios, if developed to full "buildout" could accommodate substantially more development than is assumed in this EIR and the overall amount and distribution of new development that will occur through 2025 could be somewhat different than that assumed herein.

Tables 2-5 and 2-6 show the projected distribution of residential and non-residential growth among the four geographic categories described above for each of the land use scenarios under consideration (more detailed breakdowns of assumed growth levels by district/corridor and expansion area are included in Appendix C). The non-residential growth estimates shown in Table 2-6 are based upon the job growth projections shown in Table 2-4; however, the building area estimates have been increased in some instances to account for specific projects considered likely to occur over the next 20 years.

Scenarios 2-6 would each accommodate an estimated 11,000 total units, while Scenario 1 (Intensification/Reuse Only) is assumed to accommodate less overall housing growth (8,300 units over the 20-year period). Based on City Council direction, it is assumed that intensification/reuse within already urbanized areas and areas already designated for urban development is the first priority. Therefore, the level of growth within these areas has been assumed to be a constant for all six scenarios, with the growth beyond that accommodated through intensification/reuse to be achieved in the expansion areas for Scenarios 2-6.

Based on the development potential of each growth district and corridor and direction from the community, CPAC, Planning Commission, and City Council on where growth in the community should be encouraged, growth was distributed among the various corridors and districts in the City. The bulk of new intensification/reuse residential development was

Table 2-6
Non-Residential Growth Distribution (square feet)

Growth Area	Scenario 1 (Intensification/ Reuse Only)		Scenarios 2-6	
	Commercial (Retail, Office, Hotel)	Industrial	Commercial (Retail, Office, Hotel)	Industrial
Currently Planned/ Pending[a]	355,000	435,000	355,000	435,000
Growth Districts/ Corridors	2,055,000	1,800,000	2,055,000	2,325,000
SOI/Other Infill	245,000	--	245,000	--
Expansion Areas	--	--	915,000	--
Total	**2,655,000** [b]	**2,235,000**	**3,570,000** [b]	**2,760,000**

All figures are rounded. See Appendix C for a detailed breakdown of growth projections by corridor, district, and expansion area.

[a] From City of Ventura Community Development Department, Pending Projects, July 2004.

[b] Includes 450,000 square feet of hotel development.

assumed to occur in the older urban core of the City. For example, Downtown and the Ventura Avenue, Main Street, and Thompson Boulevard corridors were assumed to accommodate a combined 2,800 new residences through 2025. This is about 67% of the total residential growth anticipated to occur within the districts and corridors. These older core areas are presumed to be a focal point of non-residential growth as well, though to a lesser degree. Industrial growth is anticipated to be focused primarily in the Arundell, North Avenue, and Upper North Avenue districts, which are assumed to accommodate a combined total of about 1.4-1.8 million square feet of industrial development (of the 2.2-2.7 million square feet of projected growth).

c. Assumed Expansion Area Development. Table 2-7 on page 2-34 summarizes the total amount of development assumed to be accommodated in the potential expansion areas under each of the five land use scenarios that include expansion areas in terms of residential units and square feet of non-residential development. The assumed overall level of growth within the expansion areas is based upon City Council direction and is the same for each scenario. The overall mix of uses has been adjusted from scenario to scenario based on available acreage. For Scenario 5, in particular, the intensity of development for the North Avenue area was greatly increased as compared to the other scenarios because substantially less overall acreage would be available under that scenario.

Table 2-8 on page 2-35 compares the overall acreage of various uses assumed for each scenario. The amount of acreage dedicated to most uses does not vary widely among the scenarios since the overall level of development is assumed to be the same for all scenarios. However, the amount of civic space varies widely, depending upon the overall acreage available. For Scenario 2, for example, it is assumed that up to about 937 acres (66% of the total acreage) would be open (civic) space because this scenario includes far more land than would be

Table 2-7
Estimates of Expansion Area Residential and Non-Residential Development by Land Use Scenario

Expansion Area	Land Use Scenario									
	2		3		4		5		6	
	Residential (units)	Commercial (square feet)	Residential (units)	Commercial (square feet)	Residential (units)	Commercial (square feet)	Residential (units)	Commercial (square feet)	Residential (units)	Commercial (square feet)
North Avenue	180	20,000	320	90,000	320	90,000	1,000	330,000	320	90,000
Olivas	1,480	550,000	2,380	810,000	--	--	--	--	--	--
Serra	1,040	350,000	--	--	2,380	810,000	--	--	--	--
Western Cañada Larga	--	--	--	--	--	--	1,700	570,000	--	--
Poinsettia	--	--	--	--	--	--	--	--	2,380	810,000
Total	**2,700**	**920,000**	**2,700**	**900,000**	**2,700**	**900,000**	**2,700**	**900,000**	**2,700**	**900,000**

All estimates of units and square feet are rounded. The totals presented herein are estimates only to be used for analytical purposes.

Table 2-8
Assumed Expansion Area Acres by Use

Use	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Residential Low[a]	200	175	155	--	155
Residential Medium[b]	77	88	68	--	68
Residential High[c]	20	20	35	94	35
Office	38	38	38	36	38
Retail	12	12	12	11	12
Schools	110	70	50	--	40
Open Space[d]	937	565	121	32	113
Other[e]	29	17	14	3	12
Total	**1,423**	**985**	**493**	**176**	**473**

The totals presented herein are estimates only to be used for analytical purposes. Detailed breakdowns by expansion area are included in Appendix C.
[a] Up to 8 units per acre.
[b] 8-20 units per acre.
[c] 20-36 units per acre
[d] Open space is expected to consist of civic space such as parks and other recreational facilities. For certain expansion areas, it is possible that some land could remain in agricultural production under the scenarios studied herein. However, for analytical purposes, it is assumed that land would be converted from agricultural use.
[e] Could include various non-recreational public facilities, such as fire stations.

necessary to accommodate projected growth. For Scenario 5, on the other hand, only about 32 acres of open space are assumed to be available because of the limited amount of available usable land under that scenario. It should also be noted that, under Scenario 5, all residential lands in both the North Avenue and Western Cañada areas would need to be developed with high density development in order to provide 2,700 residential units. Because such a scenario may not be realistic for these areas, an alternative with a more modest amount of growth within these areas is considered in Section 6.0, *Alternatives*.

A complete breakdown of the projected growth by district, corridor, and expansion area for each of the land use scenarios is provided in Appendix C. The projections included in this EIR are assumptions for analytical purposes only and provide a reasonable estimate of where and how much growth will occur in the City through 2025. The growth projections for each of the districts and corridors are well within the maximum theoretical buildout under the proposed land use designations. However, the actual locations and distribution of growth in the City over the next 20 years cannot be predicted with certainty.

2.5.6 Circulation Map

The proposed circulation system map is shown on Figure 2-9. For the most part, the map reflects the current roadway network. Possible new roadway links shown on the map include:

- *Extension of Thille Street to connect Telephone Road to the current Thille Street terminus;*
- *Extension of Hill Road between Ralston Street and Moon Drive;*
- *Completion of A Street between Saticoy Avenue and Wells Road;*

Additional new roads may be included if the North Avenue, Olivas, Serra, or Poinsettia expansion areas are developed at some point in the future. The new road links anticipated to accompany any possible future development in these areas are listed below.

Olivas Expansion Area

1. *Mills Road extension to Harbor Boulevard (connection at Schooner Drive)*
2. *New collector between Mills Road and Telephone Road in the Olivas expansion area*

Serra Expansion Area

1. *North Bank Drive extension from Johnson Drive to Bristol Road*
2. *Kimball Road extension from Telephone Road to North Bank Drive*
3. *Ralston Street extension from Ramelli Avenue to Montgomery Avenue*

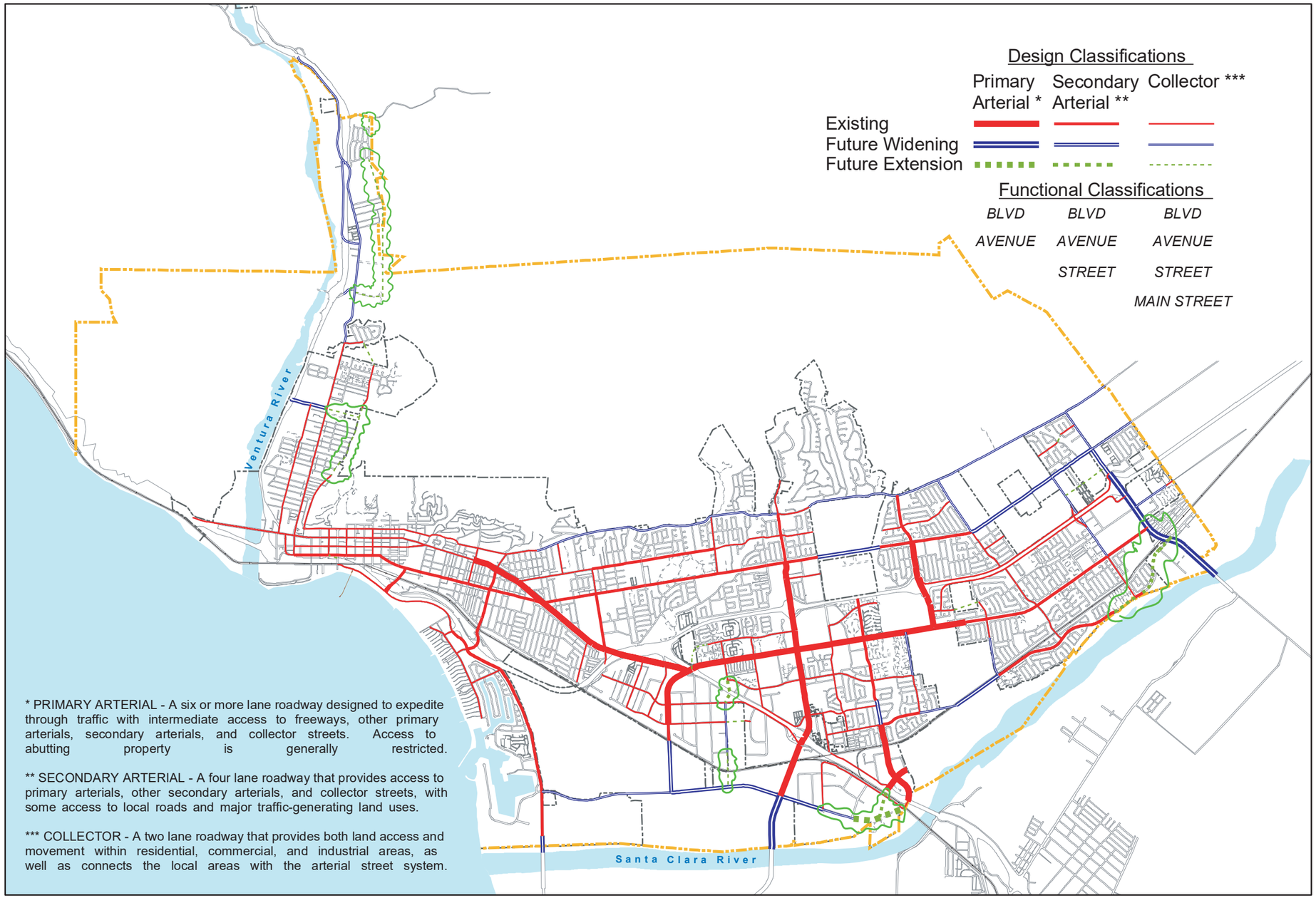
Poinsettia Expansion Area

1. *Johnson Drive extension from SR 126 to Foothill Road*
2. *Loma Vista Road extension from Victoria Avenue to Kimball Road*
3. *Woodland Street extension from Hill Road to Johnson Drive*

Several additional conceptual links are included on the draft circulation map to facilitate City Council discussion. These road links are listed below and circled on Figure 2-9 as needing "additional policy direction."

- *Floral Drive connection linking N. Ventura Avenue to existing residential neighborhoods on the east side of N. Ventura Avenue and possibly the North Avenue expansion area*
- *Two extensions of Cedar Street that would provide a continuous link between residential neighborhoods on the east side of Ventura Avenue and Poli Street*
- *Portola Road "flyover" connecting the Arundell district to neighborhoods north of U.S. 101*
- *Portola Road southerly extension to connect to Olivas Park Drive*
- *Olivas Park Drive extension to connect to Johnson Drive at U.S. 101*
- *Two extensions of North Bank Drive in the East Ventura/Saticoy area to Wells Road*

Other than the two extensions of North Bank Drive, the above road links are not included in the traffic analysis in Section 4.12, *Transportation and Circulation*, and are not needed to address any identified circulation system deficiencies. However, they may serve other objectives relating to overall system connectivity. These road links are discussed in Chapter 5.0 of the traffic study in Appendix E.



LEGEND

City Limits

Planning Boundary

Additional Policy Direction

Roadway Classification Plan

Figure 2-9

Source: City of Ventura, May 2005

2.6 DISCRETIONARY ACTIONS

With recommendations from the Planning Commission, the City of Ventura City Council will need to take the following discretionary actions in conjunction with the proposed 2005 General Plan:

- *Certification of the Final EIR on the 2005 General Plan*
- *Approval of the proposed 2005 General Plan*
- *Approval of the 2005 Local Coastal Program Amendment (LCPA), including the revised Land Use Plan (LUP) component of the Local Coastal Program (LCP)*

The City is not seeking annexation of lands or adjustments to the SOI at this time. However, implementation of the 2005 General Plan may require future approval of adjustments to the City's SOI, as described above. Annexations and SOI adjustments would be sought as appropriate at such time as developments are proposed for the areas in question. Any adjustments to the SOI will require approval from the Ventura LAFCO.

Because a portion of the City of Ventura is within the Coastal Zone, the 2005 General Plan also involves an amendment to the City's Local Coastal Program (LCP). The LCP update will require approval by the California Coastal Commission.

The California Department of Conservation, Division of Mines and Geology, will review the plans and policies relating to seismic safety for compliance with state regulations.

3.0 ENVIRONMENTAL SETTING

This section provides a general overview of the environmental setting for the City of Ventura. More detailed descriptions of the setting with respect to specific environmental issues can be found in the setting discussions for individual issue areas in Section 4.0, *Environmental Impact Analysis*.

3.1 REGIONAL OVERVIEW

Ventura is located in western Ventura County, about 60 miles northwest of Los Angeles and 30 miles southeast of Santa Barbara. The County is topographically diverse, with mountains, rich agricultural valleys, and distinct urban areas, all within close proximity of the Pacific Ocean. The Mediterranean climate of the region and coastal influence produce moderate temperatures year round, with rainfall concentrated in the winter months. The region is subject to various natural hazards, including earthquakes, landslides, flooding, and wildfires.

3.2 PHYSICAL SETTING

3.2.1 Geography and Topography

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 community. The western portion of the City stretches north along the Ventura River and is characterized by a narrow valley with steeply sloped areas on both sides.

Drainage throughout the Planning Area is generally to the southwest toward the Pacific Ocean. The older parts of the City near the coast are drained by a series of barrancas that drain directly to the Pacific Ocean. The eastern portion of the community generally drains toward the Santa Clara River, while West Ventura generally drains toward the Ventura Rivers. Both the Santa Clara and Ventura rivers are fed by a series of smaller creeks and barrancas, some of which have been channelized and others of which remain in a relatively natural condition.

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 Planning Area include the Ventura-Foothill, Country Club, Oak Ridge, McGrath, and Red Mountain faults.

3.2.2 Climate

Ventura is located in the South Central Coast Air Basin, which includes all of San Luis Obispo, Santa Barbara, and Ventura counties. The climate of Ventura County and all of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high pressure cell in the northeastern Pacific. The area is characterized by warm, dry summers and cool winters with occasional rainy periods.

Daytime summer temperatures in the area average in the high 70s to the low 90s. Nighttime low temperatures during the summer are typically in the high 50s to low 60s, while the winter high temperatures tend to be in the 60s. Winter low temperatures are in the 40s. Annual average rainfall in Ventura ranges from about 14 to 16 inches, the majority of which falls in winter months.

3.2.3 Natural Resources

The Ventura Planning Area has a wide variety of landscapes and seascapes, including natural, agricultural, and urban components. The hills of the Transverse Range rise above Ventura about 1,200 feet, providing a dramatic visual backdrop and scenic vistas of the City, ocean, Ventura River Valley, and Oxnard coastal plain. The hillside area covers about 4,000 acres of steep slopes, incised drainages, ridge tops, and narrow flat valleys. Much of the foothills have been used for grazing in the past; and grazing operations remain in some locations. Vegetation and habitat includes annual grasses with scattered pockets of coastal sage scrub and remnant riparian corridors.

The well-developed riparian communities found along the Ventura and Santa Clara Rivers are dominated primarily by Arroyo willow, with occasional trees, including Western sycamore, cottonwoods, and white elder. The area now covered by riparian vegetation represents a small remnant of the historic riparian zone, and recent flooding has temporarily denuded some areas. A more diverse, extensive and native plant dominated habitat has been lost due to permanent development and disturbance.

Coastal Freshwater Marshes are found along the upper reaches of the Santa Clara and Ventura Rivers where saltwater does not intrude at high tide. Freshwater marshes are also found at the Alessandro Lagoon, the mouth of the San Jon Barranca, and at the end of the Kalorama Canyon Drain. The marshes are very high in biological productivity and scarce in the region. The habitat areas at the mouth of the Ventura and Santa Clara Rivers and the Alessandro Lagoon are used as resting and feeding areas for migratory and residential shorebirds and waterfowl, and to a lesser degree, by resident terrestrial species.

The Planning Area includes about seven miles of beach. Although not owned entirely by the City, the waterfront open space provides valuable recreational opportunities for Ventura residents and visitors. Scarce dune habitat and beach vegetation provide some nesting, foraging, and mating grounds for wildlife. Exposure to the elements and human intrusion has diminished the habitat value of the beach area, but ongoing rehabilitation and conservation programs aim to enhance the beach area.

3.3 TRANSPORTATION

Regional access to Ventura is provided by a series of freeways and the Union Pacific Railroad. U.S. Highway 101 is the main regional transportation artery, providing connections to points both north and south along the Pacific Coast. State Route 126 is an east-west running highway that connects Ventura to the Santa Clara River Valley, the City of Santa Clarita, and Interstate 5. State Route 33 is a north-south running highway that connects U.S. 101 to the Ojai Valley. The railroad connects Ventura to points north and south, providing both freight and passenger service.

3.4 DEMOGRAPHICS

Tables 3-1 and 3-2 show population and housing trends from 2000-2005. As indicated, Ventura's 2005 population is estimated at 106,096. The population has grown by an estimated 5,180 persons since 2000. This represents an average annual growth rate of 1.00% over the 5-year period. About 97.5% of the City's residents reside in households, with the remainder in group quarters.

Table 3-1
2000 and 2005 Population Estimates

Year	Population		
	Household	Group Quarter	Total
2000	98,546	2,370	100,916
2005	103,435	2,661	106,096

Source: California Department of Finance, 2005.
(http://www.dof.ca.gov/HTML/DEMOGRAP/E-5a.xls)
2004 data are used as the baseline for the analysis contained throughout this EIR. The 2005 data have been provided for informational purposes.

Table 3-2
2000 and 2005 Housing Estimates

Year	Housing Units			
	Detached Single Family	Attached Multi-Family	Mobile Homes	Total
2000	22,238	14,942	2,623	39,803
2005	23,110	15,410	2,623	41,143

Source: California Department of Finance, 2005.
(http://www.dof.ca.gov/HTML/DEMOGRAP/E-5a.xls)
2004 data are used as the baseline for the analysis contained throughout this EIR. The 2005 data have been provided for informational purposes.

Ventura's 2005 housing stock is estimated at 41,143 units. An estimated 1,340 units have been added since 2000, which represents an average annual growth rate of about 0.66% over the 5-year period. As of 2005, single family residences make up about 56% of the City's housing stock, while 38% are attached multiple family residences and 6% are mobile homes. The housing vacancy rate has remained steady over the past five years and is estimated at 3.21% (California Department of Finance, 2005).

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section discusses the potentially significant environmental impacts associated with each of the land use scenarios described in Section 2.0, *Project Description*. A "significant effect" is defined by the *CEQA Guidelines* (Section 15382) as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."

The assessment of each issue area begins with a description of the setting for the particular issue. The setting describes current conditions within the Planning Area and, as appropriate, the regulatory framework under which that specific issue area is regulated at the federal, state, and/or local level.

Following the setting is the analysis of the potential impacts associated with each of the land use scenarios. Within the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds." Significance thresholds are those criteria adopted by the City or other agencies, which are universally recognized, or are developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. At the beginning of each impact discussion is a matrix that provides a summary comparison of the impacts of each scenario. Following the summary matrix is a detailed discussion of impacts. Each effect under consideration for an issue area is separately listed in bold text, with the discussion of the effect and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact, as follows:

> ***Class I, Unavoidably Significant:*** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the *CEQA Guidelines*.
>
> ***Class II, Significant but Mitigable:*** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under Section 15091 of the *CEQA Guidelines*.
>
> ***Class III, Less than Significant:*** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
>
> ***Class IV, No Impact or Beneficial:*** An instance in which the project would result in no physical change or an effect that would reduce existing environmental problems or hazards.

When appropriate, the impact analysis describes the impacts of each land use scenario individually. When the impacts of the scenarios are the same or are more easily understood when the scenarios are discussed together, the discussion of the impacts of the three phases consists of a single narrative.

Following each environmental effect discussion is a list of recommended mitigation measures (if required) and the residual effects or level of significance remaining after the implementation of the measures. Because this is a program level document, the mitigation measures consist of new policies and actions that can be added to the General Plan to address potential impacts at a programmatic level. Individual developments that could be accommodated under any of the land use scenarios may require specific mitigation that would be incorporated as part of the subsequent environmental review of the individual project. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect.

It should be noted that this EIR does not include a separate discussion of cumulative effects because projected growth under the 2005 General Plan constitutes cumulative development; therefore, project and cumulative impacts are one and the same. For issues where cumulative growth in the region would contribute to overall impacts (traffic and noise, for instance), the effects of regional growth have been factored into the analysis of project impacts.

4.1 AESTHETICS and COMMUNITY DESIGN

This section analyzes the 2005 General Plan's potential impacts with respect to aesthetics and community design. Specifically, changes in visual character, impacts to viewsheds, and light and glare are discussed.

4.1.1 Setting

a. Visual Character. The Ventura Planning Area has a wide variety of landscapes and seascapes, including natural, agricultural, and urban components. The major visual components of the community are described below.

Hillsides. The northern portion of the Planning Area consists of the rolling hills and steep mountains of the coastal range. West of the Ventura River, hills form the western and northern boundaries of the Planning Area. Mesas and steep bluffs provide variation and create visual interest. The greatest diversity in the hillside area can be found in and near Harmon and Hall Canyons, where slopes can exceed 60% and the canyons form deep cuts in the landscape. The remaining hillside areas have slopes ranging from 20% to 60%, with scattered mesas and rolling terrain. In addition to providing distinctive views from the urban core looking north, the hillsides provide residents and visitors panoramic views of the City and the ocean. Grant Park affords the best public access to vista points.

The hillsides dominate much of the city landscape and can be seen from throughout the Planning Area. The visual quality of the hillsides is a function of their open space, partially agricultural character, and topographic diversity. The visual condition of the hillsides varies widely depending on whether and how an area has been developed (residential or industrial) and how visible it is. The hills west of the Ventura River have a significant amount of oil production activity that is not screened and is highly visible from portions of West Ventura, including State Route 33. The hillside areas above the Downtown and Midtown communities have substantial residential development, which has significantly altered their visual character. Farther east, the hillsides include a mix of residential communities (Skyline, Ondulando), orchards, and open space.

Shorelines. Ventura's beaches begin at the mouth of the Santa Clara River and continue in a northwesterly direction to Promenade Park at the southern terminus of Figueroa Street. Beyond this point, the beaches become rocky, providing a variation in the visual character of the coastline. The coastline and offshore views exhibit extensive human-made alterations in the form of the Ventura Pier, Ventura Harbor, and several breakwaters along the shore. The coastline offers clear views of the Channel Islands and a distant open horizon that area residents value highly. Most of the area directly inland from the beaches from the Ventura Marina to San Buenaventura State Beach Park is densely developed. This limits travelers' seashore vistas to views along Harbor Boulevard from the state beach to the Holiday Inn, and from U.S. Highway 101, which is elevated in this area. Public views of the shore are also available from state beaches. The Promenade that runs parallel to the shore from the pier to Figueroa Street is a prime public view corridor developed by the City and State to take advantage of the seashore as a scenic resource.

Rivers and Barrancas. The Ventura River and its associated floodplain form a distinctive landmark along the western boundary of the City as it parallels the State Route 33 for several miles. Views of the river from the highway are limited by the levee between the river and the freeway.

The area where the Ventura River flows into the Pacific Ocean offers unique scenic opportunities with changes in vegetation as the floodplain freshwater meets seawater. This estuary provides a distinctive view for pedestrians and bicyclists using the path that parallels the river and for Amtrak travelers crossing the river. Motorists also have an opportunity to see this vista from U.S. 101. Looking north, travelers see the densely vegetated Ventura River and the grass-covered hills when entering or leaving the City.

The Santa Clara River forms the southeastern boundary of the City. The river and adjacent floodplain serve as important visual elements in creating a scenic approach to the City from the south. The river is nearly dry most of the year, exposing an expansive rock and sand streambed interspersed with riparian vegetation. Aside from the visual opportunities provided from the City circulation system, the Santa Clara River is visible only to residents in the southeastern portion of the City along the northern riverbank and to some hillside residents. Human-made features such as sand and gravel operations, maintenance roads, levees, and utility lines are all present, but do not dominate views of the Santa Clara River.

The Planning Area contains several barrancas of varying depth and width that add another visual dimension to the landscape. In their natural state, barrancas are often densely vegetated and provide a pleasant contrast to surrounding urban or undeveloped areas because of their lush green appearance. Several wooded barrancas in the Planning Area enhance the surrounding neighborhoods.

Agricultural Lands and Windrows. Agricultural activity is prevalent in portions of East and West Ventura. Orchards and irrigated row crops create distinctive colored patterns that contrast sharply with the urban landscape and with the wheat-colored grasslands of the hillsides from April through November. Large parcels of farmland in East Ventura are interspersed with suburban residential developments, providing a visual break from the suburban land use pattern.

Windrows are rows of trees planted adjacent to agricultural lands to serve as windbreaks. They function as visual accompaniments to the various agricultural parcels throughout the Planning Area. Tree windrows also serve as reference points or demarcation lines within the community. Finally, they preserve a sense of the local heritage and contribute to the aesthetics of the City.

b. View Corridors. Principal travel corridors are important to an analysis of aesthetic features because they define the vantage points for the largest number of views. The following routes in the Planning Area have particular scenic value:

- *State Route 33*
- *State Route 126*
- *U.S. Highway 101*
- *Anchors Way*
- *Brakey Road*
- *Fairgrounds Loop*
- *Ferro Drive*
- *Figueroa Street*
- *Harbor Boulevard*
- *Main Street*
- *Navigator Drive*
- *North Bank Drive*
- *Poli Street/Foothill Road*
- *Olivas Park Drive*
- *Schooner Drive*
- *Spinnaker Drive*
- *Summit Drive*
- *Telegraph Road east of Victoria Avenue*
- *Victoria Avenue South of Highway 101*
- *Wells Road*

Railroads and Roadways that serve as important view corridors are shown on Figure 4.1-1 and described below.

State Route 33. State Route 33 is the primary route linking Ventura to the Ojai Valley to the north. This highway runs along the Ventura River at the western boundary of the City. Travelers entering or leaving the City along this route have views of the hillsides. Where State Route 33 meets U.S. 101, views of the Pacific Ocean and beaches are available.

U.S. Highway 101. U.S. 101 is the major public viewing corridor traversing the City in a northwest/southeast direction. Within the City, U.S. 101 generally runs parallel to the shoreline with foreground views to the east of the City and background views of the hillsides behind the City. To the west, views of the ocean, beaches, and harbor are intermittent along the highway.

State Route 126. State Route 126, also known as the Santa Paula Freeway, is the primary route linking Ventura to Santa Paula and points farther east. The highway runs through the eastern portion of the City and, traveling east, it offers background views of the hillsides behind the City.

Brakey, Summit, and Ferro Drives. These roads are within Grant Park and offer views of the hillsides, Pacific Ocean, and the City.

Fairgrounds Loop. The road encircles the Ventura County Fairgrounds. Portions of the road offer views of Surfers Point Park and the Pacific Ocean.

Figueroa Street. This road connects the shoreline to the downtown in the northern portion of the City. Traveling south on this road offers views of the Pacific Ocean and shoreline. Northbound travelers can view the hillsides as a background to the City.

Harbor Boulevard. Harbor Boulevard runs parallel to U.S. 101 in the western portion of the City and along the harbor area in the southwestern portion of the City. In the west, there are views of the San Buenaventura State Beach, the Ventura Pier, and the Pacific Ocean. In the southwest, Harbor Boulevard offers views of the Ventura Harbor and the ocean.

Main Street. Main Street links neighborhoods and districts within the City together, running through the Downtown and Midtown areas. Views of historic buildings, parks, and the surrounding hillsides are intermittent along this corridor.

Navigator Drive, Spinnaker Drive, Schooner Drive, and Anchors Way. These roads, adjacent to the Ventura Harbor, offer views of the Pacific Ocean, the Harbor itself, and marine related activities.

North Bank Drive. North Bank Drive crosses through suburban residential neighborhoods in East Ventura along the north bank of the Santa Clara River. Portions of North Bank Drive offer views of agricultural activity and the Santa Clara River.

Poli Street/Foothill Road. Poli Street runs through the downtown past the historic City Hall and the San Buenaventura Mission. Foothill Road, in many places, is the boundary of urban development, separating it from the hillsides to the north. This corridor has aesthetic value because of the views of historic structures and unobstructed views of the hillsides.

Olivas Park Drive. Olivas Park Drive connects the Harbor area to the southern portion of the City to the east. The road travels through the agricultural area between the southern edge of the City and the Santa Clara River and provides views of this area as well as the hillsides as a backdrop to the City.

Telegraph Road east of Victoria Avenue. East of Victoria Avenue, Telegraph Road crosses through a mix of agricultural and residential suburban areas. Portions of this road offer views of the foothills to the north.

Victoria Avenue south of U.S. 101. This section of Victoria Avenue crosses the Santa Clara River, and continues south to Oxnard. This road offers views of agricultural areas in the south and the foothills north of the City.

Wells Road. Wells Road is in the eastern part of the City and runs between the hills to the north and SR 126. This road provides views of the hills and agriculture areas on the east side of the road at the base of the hills.

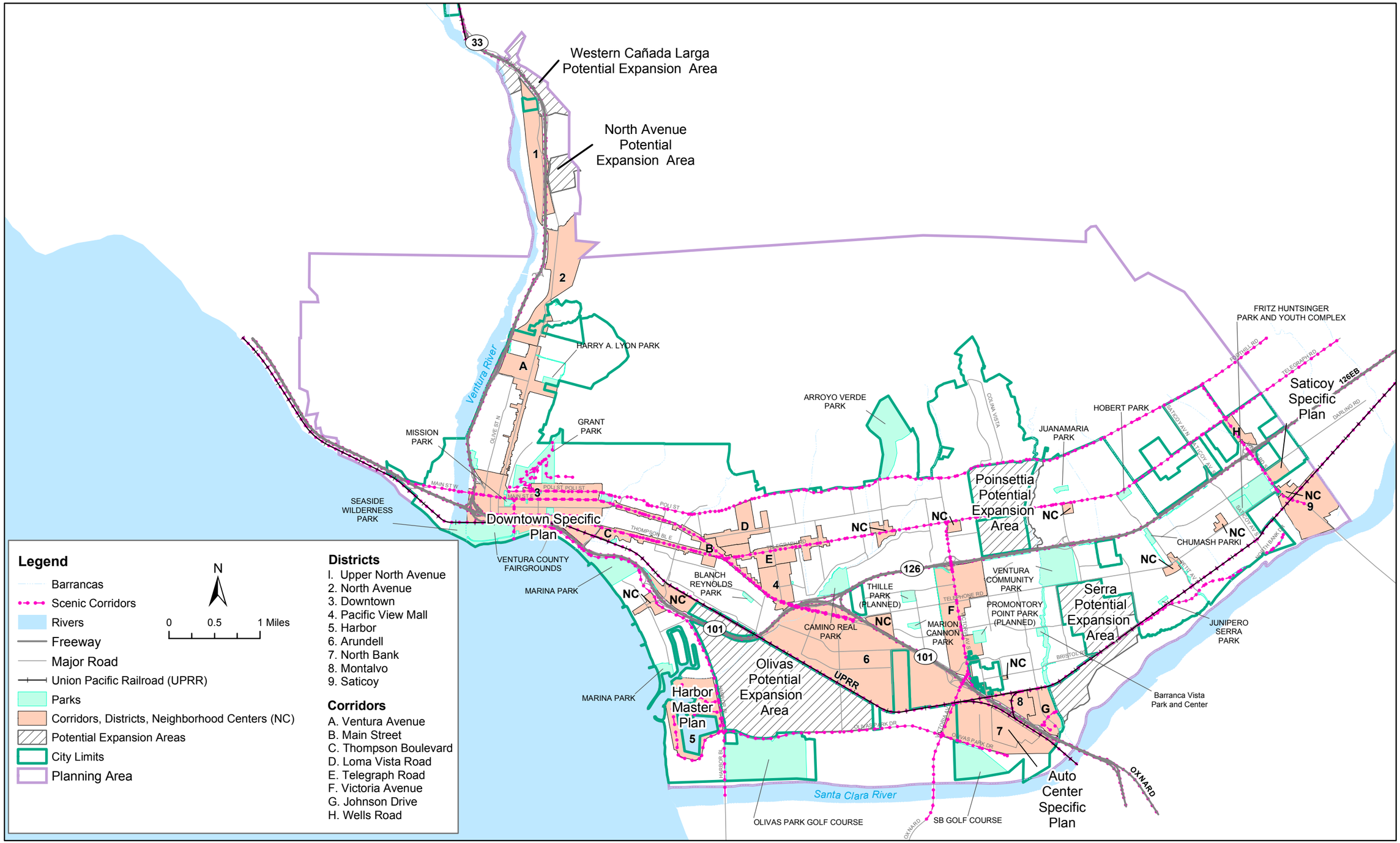
Union Pacific Rail Corridor. The Union Pacific Railroad (UPRR) runs parallel to U.S 101, crossing over the highway in the northern portion of the City. Currently, the rail line is used for both freight and interstate passenger service. Views of the City, surrounding hillsides, and the Pacific Ocean are intermittent along the corridor.

c. Districts and Corridors. The proposed land use map identifies a number of districts and corridors that are anticipated to be the focus of land intensification and reuse through 2025. These districts and corridors are shown on Figures 2-3 through 2-8 in Section 2.0, *Project Description*. The general visual characteristics of these districts and corridors are described below.

Districts. A neighborhood or parts of neighborhoods can form a district. Districts consist of streets or areas emphasizing specific types of activities. A corridor may also be a district, such as when a major shopping avenue runs between adjoining neighborhoods. The following districts are depicted on the General Plan Diagram:

1. **Upper North Avenue.** This area, located primarily along the west side of SR 33 and outside the current City limits, includes an educational institute and a mix of industrial uses, including an abandoned oil refinery. It is a transitional area between the more urban areas to the south and more rural areas to the north. The area includes a number of vacant properties. The Ventura River and hills to the west are key visual features.

2. **North Avenue.** A mix of oilfield, industrial, and residential development characterizes this district, which is located north of the current City limits and east of SR 33. The area includes a number of vacant properties and abandoned businesses, with relatively low visual quality.



Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.

Scenic Corridors Figure 4.1-1

City of Ventura

3. **Downtown.** This is the most intensely developed area of the City and its central core. Downtown is characterized by a mix of retail, office, and residential uses, with some industrial uses present in the west end of the district. The area has seen intensification of both commercial and residential use, and this pattern is anticipated to continue.

4. **Pacific View Mall.** This district encompasses an enclosed shopping mall and adjacent commercial uses along Telegraph and Mills Roads. The area is a focal point of commercial activity in the City as well as a transit hub.

5. **Harbor.** This district includes the Ventura Harbor Village, other visitor-serving uses, and various harbor-related facilities, as specified in the Harbor Master Plan. The area is planned for intensification of use, with new residential, hotel, and recreational developments intended to complement the current uses in the area and facilitate greater use of the Harbor as a community amenity.

6. **Arundell.** This is an industrial district characterized by a mix of primarily small-scale industrial uses, business park development, and limited retail services. Buildings generally emphasize function over form. Areas of agricultural activity remain and are highly visible from U.S. 101. Suburban-scaled retail development is located in the northern portion of this district along the south side of Telephone Road.

7. **North Bank.** This district includes a mix of automobile retail and industrial/business park uses. The auto center and other uses within this area are highly visible from U.S. 101.

8. **Montalvo.** This district includes a mix of older industrial and generally heavier commercial uses. The area, highly visible to U.S. 101 northbound travelers, exhibits relatively low visual quality.

9. **Saticoy.** This district contains a mix of older industrial and agricultural operations, as well as a small residential area. Much of the area east of Route 118 is in agriculture, and there is a neighborhood center that anchors the north end of this district.

Corridors. Corridors often form boundaries, as well as connections, between neighborhoods and/or districts. Corridors frequently encompass major access routes, especially ones with commercial destinations. Corridors also can incorporate parks or natural features such as streams or canyons. The following corridors are depicted on the General Plan Diagram:

A. **Ventura Avenue.** A mix of older, small-scale commercial, industrial, and residential uses characterizes this corridor. The corridor retains a pedestrian scale. The corridor has been undergoing visual improvements over the past several years (newer developments, removal of overhead power lines), though a large number of buildings that are either vacant or lacking maintenance remain.
B. **Main Street.** This is primarily a commerce-oriented corridor with a limited amount of mixed residential/commercial development. Development consists

of one- to two-story buildings at a relatively urban intensity. Buildings are generally well-maintained throughout the corridor, though landscaping is sparse in some areas.

C. **Thompson Boulevard.** This is primarily a commerce-oriented corridor with a limited amount of mixed residential/commercial development. The intensity of development is lower than along Main Street, with a high number of auto dealerships and large parking areas.

D. **Loma Vista Road.** This corridor is characterized by a mix of commercial and residential development at varying scales, with a high concentration of medical facilities, including two hospitals. Other than the hospitals, development consists primarily of one- and two-story buildings.

E. **Telegraph Road.** This corridor is characterized primarily by suburban-scale commercial development, with some single-family and multifamily residences. Some portions of this corridor are characterized by "zero lot line" development with on-street parking. Other developments are more suburban scaled.

F. **Victoria Avenue.** This corridor consists of a wide arterial roadway that accommodates high traffic volumes at relatively high speeds. It is primarily characterized by newer large-scale, suburban shopping centers and other retail development, though single-family residential development is also present on the east side in some areas.

G. **Johnson Drive.** This is a relatively high-speed travel corridor that connects East Ventura to U.S. 101. The corridor is characterized by suburban-scale retail development. A number of vacant parcels are present near the U.S. 101 interchange.

H. **Wells Road.** A mix of older industrial uses and newer suburban commercial and residential development characterizes this corridor. Over the past several years, this area has been undergoing a transition toward a mix of suburban-scale residential and retail uses.

d. Light and Glare. The majority of the Planning Area is urban and includes outdoor lighting associated with development. Light pollution is present in and around the City, particularly in the vicinity of development, but it is still fairly localized. Nighttime illumination is currently generated by streetlights and vehicular lights associated with roadways, as well as housing developments. Other prominent sources of light within the City include the fairgrounds, parks with sports fields, and the auto center along U.S. 101, where there is a concentration of auto sales businesses. Glare is created by exterior building materials, surface paving materials, and vehicles traveling or parked on roads and driveways. Any highly reflective facade materials are of particular concern, as buildings reflect sunlight.

e. Regulatory Setting. Development in the City is subject to the following regulatory programs aimed in part at the preservation of the community's visual character.

Zoning Ordinance. The Zoning Ordinance implements the 1989 Comprehensive Plan by establishing setback, parking and sign standards, building height limits, hillside development restrictions, and building densities.

Hillside Management Program. The Hillside Management Program sets forth a slope/density formula to be used in determining the appropriate density of development in the Hillside Area. In addition, this land use designation requires that any proposed project meet the objectives, policies, and submittal requirements contained in the Hillside Management Program.

SOAR Ordinance. The City's Save Our Agricultural Resources (SOAR) Ordinance, adopted by the voters in 1995, prevents changes in specified land use designation unless the land use change is approved by a majority of voters. A number of agricultural and open space areas in East Ventura and West Ventura, including all of the North Avenue, Olivas, and Serra, Poinsettia expansion areas and a portion of the Western Cañada Larga expansion area are subject to the SOAR Ordinance.

4.1.2 Impact Analysis

a. Methodology and Significance Thresholds. The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. This evaluation measures the existing visual environment against the proposed action, analyzing the nature of the anticipated change.

An impact is considered significant if year 2025 buildout development under a proposed General Plan land use scenario would result in one or more of the following conditions, which are based upon the environmental checklist in Appendix G of the *CEQA Guidelines*:

- *A substantial adverse effect on a scenic vista*
- *Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings*
- *Substantial degradation of the existing visual character of quality of the community*
- *New sources of light or glare that would adversely affect day or nighttime views*

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of impacts for each of the six 2005 General Plan land use scenarios. A discussion of the impacts for each scenario follows.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Visual Character Changes (Impact AES-1)	Intensification and reuse would generally enhance visual character by adding appropriately scaled infill development and would reduce pressure for development at the City's periphery. However, the conversion of agricultural lands in the Saticoy and Arundell areas would transform the character of these areas. Impacts are Class I, unavoidably significant.	Intensification/reuse impacts would be similar to Scenario 1. Possible future conversion of the North Avenue, Olivas, and Serra expansion areas would further the transformation toward a more urban community. Impacts are Class I, unavoidably significant.	Intensification/reuse impacts would be similar to Scenario 1. Possible future conversion of the North Avenue and Olivas expansion areas would further the transformation toward a more urban community. Impacts are Class I, unavoidably significant.	Intensification/reuse impacts would be similar to Scenario 1. Possible future conversion of the North Avenue and Serra expansion areas would further the transformation toward a more urban community. Impacts are Class I, unavoidably significant.	Intensification/reuse impacts would be similar to Scenario 1. Possible future conversion of the North Avenue and Western Cañada Larga expansion areas would further the transformation toward a more urban community. Impacts are Class I, unavoidably significant.	Intensification/reuse impacts would be similar to Scenario 1. Possible future conversion of the North Avenue and Poinsettia expansion areas would further the transformation toward a more urban community. Impacts are Class I, unavoidably significant.
Alteration of Views (Impact AES-2)	Intensification/reuse development generally would not substantially alter public views and may enhance views from some locations. However, the conversion of highly visible agricultural lands along U.S. 101 and SR 126 would alter views from these major view corridors. Impacts are Class I, unavoidably significant.	Intensification/reuse impacts similar to Scenario 1. Possible future development of the North Avenue, Olivas, and Serra areas would alter views from U.S. 101, SR 33, Harbor Boulevard, Union Pacific Railroad, Telephone Road, and Bristol Road. Impacts are Class I, unavoidably significant.	Intensification/reuse impacts similar to Scenario 1. Possible future development of the North Avenue and Olivas areas would alter views from U.S. 101, SR 33, Harbor Boulevard, and Union Pacific Railroad. Impacts are Class I, unavoidably significant.	Intensification/reuse impacts similar to Scenario 1. Possible future development of the North Avenue and Serra areas would alter views from SR 33, Telephone Road, and Bristol Road. Impacts are Class I, unavoidably significant.	Intensification/reuse impacts similar to Scenario 1. Possible future development of the North Avenue and Western Cañada Larga areas would alter views from SR 33. Impacts are Class I, unavoidably significant.	Intensification/reuse impacts similar to Scenario 1. Possible future development of the North Avenue and Poinsettia areas would alter views from SR 33, SR 126, Telegraph Road, and Foothill Road. Impacts are Class I, unavoidably significant.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Light and Glare (Impact AES-3)	Intensification/reuse would incrementally increase lighting levels in districts and corridors and introduce residential development in heavily lighted areas. Implementation of General Plan actions reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Possible future expansion area development would increase overall light levels, but would not significantly affect sensitive uses. Implementation of General Plan actions reduces impacts to Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.

Impact AES-1	**All six General Plan land use scenarios emphasize intensification and reuse of already urbanized lands and would therefore create a more densely settled, urban environment in some areas of the City. The reuse of urbanized areas in lieu of further growth at the City's periphery would be expected to generally enhance the visual character of the community and minimize impacts to existing natural and agricultural areas and is generally considered a beneficial effect. Nevertheless, all of the scenarios would change the visual character of the community and would accommodate the conversion of some agricultural lands in the Planning Area to urban uses. This change in visual character is considered Class I, *unavoidably significant*, under any of the six scenarios.**

All of the six land use scenarios under consideration emphasize intensification and reuse of already developed areas of the Planning Area prior to developing agricultural lands or other areas at the urban fringe. The intensification of land use anticipated to occur as the City grows over time may be considered an adverse effect to some viewers due to the presence of larger and taller buildings and the corresponding reduction in open land within the City's urban framework. However, the reuse and intensification of already developed areas would be expected to reduce the pressure for development at the City's periphery, thus minimizing the potential for the loss of open lands surrounding the City. Notably, by seeking to remove the hillside areas above the City from the SOI, the City indicates no intention to seek or accommodate development of those areas, thus largely preserving these important visual features of the City in their current undeveloped condition. Areas where hillside development could occur would be limited to a small area above Poli Street/Foothill Road that is within the City limits. This area, known as Mariano Ranch, is not highly visible from any public view area. The focus on intensification and reuse would also be expected to minimize pressure to develop agricultural properties within the Planning Area.

Much of the intensification and reuse that would be anticipated under any of the land use scenarios would also generally be expected to enhance the visual character of the community. In particular, it is anticipated that future developments in the West Ventura area, Downtown, and the Midtown travel corridors (Main Street and Telegraph Road) would enhance the visual quality of these areas by adding attractive infill developments with new landscaping and other amenities. Figure 4.1-2 shows examples of the types of infill development projects anticipated to occur under any scenario.

The 2005 General Plan includes the following policies and actions intended to enhance the appearance of the community.

Policy 3A *Sustain and complement cherished community characteristics.*

Photo 1 - Casa de Anza Apartment building on Ventura Avenue, with a ground floor library and apartments above. This is the type of intensification/ reuse project anticipated for the Ventura Avenue corridor.

Photo 2 - New mixed-use development on Poli Street in Downtown Ventura, with ground floor commercial uses and residences above. This project typifies the intensity and style of development anticipated for the Downtown district.

Intensification/Reuse Examples

Figure 4.1-2

City of Ventura

Action 3.2	*Enhance the appearance of districts, corridors, and gateways (including views from highways) through controls on building placement, design elements, and signage.*
Action 3.5	*Establish land development incentives to upgrade the appearance of poorly maintained or otherwise unattractive sites, and enforce existing land maintenance regulations.*
Policy 3C	*Maximize use of land in the city before considering expansion.*
Action 3.14	*Utilize infill, to the extent possible, development to accommodate the targeted number and type of housing units described in the Housing Element.*
Action 3.16	*Renew and modify greenbelt agreements as necessary to direct development to already urbanized areas.*
Action 3.17	*Continue to support the Guidelines for Orderly Development as a means of implementing the General Plan, and encourage adherence to these Guidelines by all the cities, the County of Ventura, and the Local Agency Formation Commission (LAFCO); and work with other nearby cities and agencies to avoid urban sprawl and preserve the rural character in areas outside the urban edge.*
Policy 3E	*Ensure the appropriateness of urban form through modified development review.*
Action 3.23	*Develop and adopt a form-based Development Code that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation.*

Although the effect of much of intensification and reuse would generally be beneficial, any of the six scenarios would allow for conversion of agricultural lands in the Planning Area to urban uses. Many viewers would see this change in visual character as a negative aesthetic effect; therefore, impacts are considered significant for any of the scenarios. A discussion of the specific impacts of each scenario follows.

Scenario 1 – Intensification/Reuse Only

This scenario would emphasize land intensification and reuse within the nine districts and eight corridors described in the *Setting*. Though any of the districts and corridors could theoretically undergo major intensification under the land use plan for this scenario, it is anticipated that the major growth areas would include the Ventura Avenue corridor, Downtown, and the Midtown area (Main Street and Thompson Boulevard corridors and the Pacific View Mall district). Intensification within these areas would create a more urban appearance, but would be expected to generally enhance the character of the areas by adding appropriately scaled infill development that emphasizes mixed use, neighborhood character, and walkability. Actions 3.2 and 3.5 would facilitate the general improvement in the visual character of community districts and corridors. Nevertheless, the visual character of portions of the Planning Area would change to that of a more intensely developed, urban community.

The North Avenue, Upper North Avenue, Arundell, and North Bank districts would accommodate the majority of future industrial/business park development. New development would generally enhance the visual character of the North Avenue and Upper North Avenue districts by replacing abandoned and deteriorating oil-related businesses (including the Petrochem refinery) with new industrial development. Such new development would have a less dramatic effect on the visual character of the Arundell and North Bank districts, but would be expected to generally enhance visual conditions in these areas.

Though the visual effects of implementing this scenario are generally expected to be positive, Scenario 1 would accommodate the conversion of a number of agricultural properties within Planning Area to urban uses. These areas, discussed in detail in Section 4.2, *Agricultural Resources*, include more than 300 acres of farmland in the Saticoy area, the 75-acre McGrath property in the Arundell district, and a 25-acre agricultural parcel near the U.S. 101/SR 126 interchange. Several agricultural parcels are highly visible from U.S. 101 and/or SR 126 and provide visual relief to both freeway travelers and area residents. The visual change associated with conversion is not necessarily adverse and many of the agricultural lands are largely or completely surrounded by urban land uses. Nevertheless, the complete change in character of these areas is considered a significant visual impact.

Scenario 2 - Intensification/Reuse + North Avenue + Olivas + Serra

This scenario would accommodate all of the visual changes that could occur under Scenario 1. This scenario also includes three potential expansion areas – North Avenue, Olivas, and Serra – that potentially could be developed in the future. All three of the expansion areas are currently used for agricultural production. Thus, development of these areas with a mix of residential, retail, and office uses would involve a complete transformation of the areas' visual character. Photographs of the three areas are shown on Figures 4.1-3 through 4.1-5. The North Avenue area is highly visible from SR 126, while portions of the Olivas area are highly visible to both northbound and southbound travelers on U.S. 101 as well as travelers on Harbor Boulevard.

The Olivas area also includes large eucalyptus windrows along Harbor Boulevard that could potentially be removed if the area is developed. The Serra area is not highly visible from any freeway, but can be readily viewed from Telephone Road, Bristol Road, and a number of private residences surrounding the area.

The impact upon the visual character of the expansion areas is considered significant due to the complete change in visual character that could occur in any of the areas. Implementation of General Plan Action 1.21 would reduce the impact of this visual change, particularly for the Olivas area, by requiring the preservation of healthy tree windrows and incorporation of trees into the design of new developments. It should also be noted that this scenario includes substantially more land (1,423 acres) than would be needed to accommodate the level of growth anticipated through 2025 under this scenario. Therefore, it is likely that either: (1) not all of the expansion areas would actually be converted within the timeframe of the 2005 General Plan; or (2) any development could include wide areas of open space that could either allow portions of the areas to remain in agriculture or allow for large areas of civic spaces (parks) that would soften the visual effects of any future development. It should again be noted that the SOAR Ordinance would require a public vote approving a change in land use designation for any of the expansion areas.

Photo 3 - Olivas expansion area looking northwest from northbound U.S. 101. This portion of the Olivas area is highly visible to northbound travelers.

Photo 4 - Olivas expansion area looking southeast from southbound U.S. 101. Views of most of the Olivas area are available sporadically to southbound travelers.

Photo 5 - Olivas expansion area looking northeast from Harbor Boulevard. Much of the Harbor Boulevard corridor is lined with eucalyptus trees that provide a distinctive visual character.

Photo 6 - Channelized Arundell Barranca, which traverses the Olivas area. This channel could potentially be returned to a quasi-natural condition if the Olivas area is developed.

Olivas Expansion Area

Figure 4.1-3

Photo 7 - Serra expansion area looking east from Ramelli Avenue. This expansion area consists almost entirely of agricultural land, but is surrounded by residential development.

Photo 8 - Serra expansion area looking east from eastbound Bristol Road. The area sough of Bristol Road fronts the Santa Clara River.

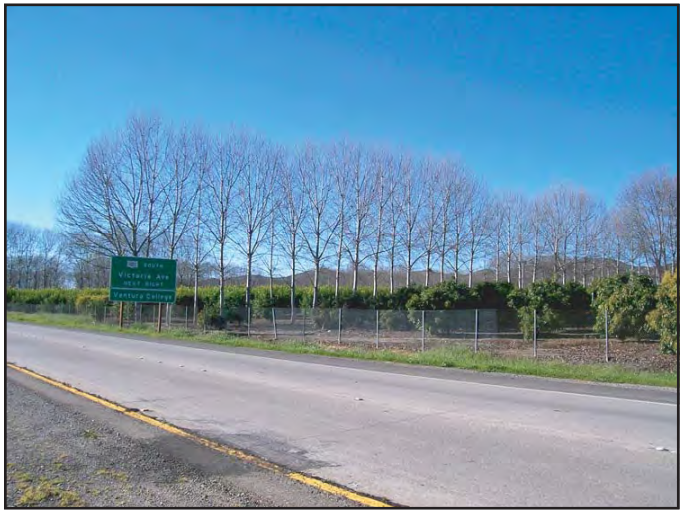


Photo 9 - Poinsettia expansion area looking northwest from SR 126. This area is planted in orchards and also includes several visually distinctive poplar windrows.

Photo 10 - Poinsettia expansion area looking south from Foothill Road. The Foothill Road corridor provides expansive views of the Poinsettia area and points beyond, including the Pacific Ocean.

Serra and Poinsettia Expansion Areas

Figure 4.1-4

Photo 11 - North Avenue expansion area looking southeasterly from Ventura Avenue. The entire expansion area is visible to travelers on Ventura Avenue.

Photo 12 - North Avenue expansion area looking northeasterly from SR 33. Much of the expansion area is visible to both northbound and southbound travelers on SR 33.

Photo 13 - Western Cañada Larga expansion area looking northeasterly from northbound SR 33. Portions of the hillside area fronting the freeway were graded for the construction of SR33 and could potentially be re-graded and developed if this expansion area is selected.

Photo 14 - Agricultural land adjacent to the Western Canada Larga expansion area looking south from SR 33. This area is within the Upper North Avenue District and is currently designated Industrial.

North Avenue and Western Cañada Larga Expansion Areas

Figure 4.1-5

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Scenario 3 would accommodate all of the visual changes that could occur under Scenario 1. This scenario also includes two potential expansion areas – North Avenue and Olivas – that potentially could be developed in the future. Visual impacts associated with the potential conversion of these areas would be similar to those described under Scenario 2 and are considered significant. Similar to Scenario 2, this scenario would include more land than would be necessary to accommodate anticipated growth through 2025. As noted under Scenario 2, the SOAR Ordinance would require a public vote approving a change in land use designation for either expansion area.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Scenario 4 would accommodate all of the visual changes that could occur under Scenario 1. This scenario also includes two potential expansion areas – North Avenue and Serra – that potentially could be developed in the future. Visual impacts associated with the potential conversion of these two areas would be similar to those described under Scenario 2 and are considered significant. As noted under Scenario 2, the SOAR Ordinance would require a public vote approving a change in land use designation for either expansion area.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Scenario 5 would accommodate all of the visual changes that could occur under Scenario 1. This scenario also includes two potential expansion areas – North Avenue and Western Cañada Larga – that potentially could be developed in the future. Visual impacts associated with the potential conversion of the North Avenue area would be similar to those described under Scenario 2 and are considered significant. The Western Cañada Larga area consists primarily of grazing land that has been disturbed by past activity. This expansion area also includes a small area of irrigated agriculture west of SR 33. Cañada Larga is semi-rural in character and is within a transitional area between the suburban/urban areas to the south and undeveloped hills to the north. The conversion of the area would represent a complete change in visual character, which is considered a significant impact.

It should be noted that this scenario includes relatively little expansion area land (about 165 acres, about 30 acres of which are within the Ventura River floodplain). The only way that these areas could accommodate the 2,700 residential units assumed to occur within the expansion areas would be to develop the areas with all high density development (30 units per acre or more). This probably is not a realistic land use pattern for this area and would be out of character with the semi-rural nature of the area. Therefore, Section 6.0, *Alternatives*, considers an alternative land use pattern for this area that would allow for less intense development of the North Avenue and Western Cañada Larga areas.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Scenario 6 would accommodate all of the visual changes that could occur under Scenario 1. This scenario also includes two potential expansion areas – North Avenue and Poinsettia – that potentially could be developed in the future. Visual impacts associated with the potential conversion of the North Avenue area would be similar to those described under Scenario 2 and

are considered significant. The Poinsettia area is also in agricultural production (orchards) and is highly visible from portions of SR 126, Telegraph Road, and Foothill Road, as well as from residential areas to the west, north, and east. This area includes several poplar windrows that provide an important visual feature that could potentially be lost if the area is developed in the future. General Plan Action 1.23 would require preservation of these windrows, thus partially mitigating the impact of the visual change. The visual change associated with the possible conversion of this area is considered a significant impact.

MITIGATION MEASURES

Changing the fundamental character of the areas to be converted from agricultural and open space uses to urban use cannot be avoided if these areas are to be developed. Each of the proposed growth scenarios focuses development on intensification of the existing urban areas and encourages infill over city expansion. In addition, Actions 1.22 and 1.23 require the preservation of mature trees and agricultural windrows.

SIGNIFICANCE AFTER MITIGATION

Any of the six scenarios would be expected to generally improve visual conditions in the Planning Area, but would accommodate the conversion of agricultural land within the Planning Area to urban uses. This change in the visual character of agricultural lands is a significant impact that cannot be avoided outside of leaving the properties in agriculture. Among the six scenarios, Scenario 1 would accommodate the least amount of agricultural land conversion and would only accommodate conversion of lands that are already designated for urban uses. Scenario 2 would accommodate the greatest amount of agricultural land conversion among the six scenarios.

Impact AES-2	**Development that would be accommodated under any of the 2005 General Plan land use scenarios would potentially alter and/or block views from various public view corridors. The magnitude of impact would vary among the scenarios and the 2005 General Plan includes several policies and actions to preserve public views. Nevertheless, the impact of all six scenarios is considered Class I, *unavoidably significant*.**

By emphasizing intensification and reuse of already developed lands, all six land use scenarios would minimize the potential to alter identified scenic resources. In particular, by seeking to remove the hillsides above the City from the SOI, the 2005 General Plan would avoid altering views of this important visual feature. Nevertheless, development that could be accommodated under any of the six scenarios would potentially alter views of such visual resources as the Pacific Ocean and agricultural land from scenic corridors in the Planning Area. A discussion of the potential impacts associated with each land use scenario follows. In addition to the policy and actions listed under Impact AES-1, the 2005 General Plan includes the following actions intended to minimize impacts to view sheds.

Policy 1B *Increase the area of open space protected from development impacts.*

Action 1.8 *Buffer barrancas and creeks that retain natural soil slopes from development according to State and Federal guidelines.*

Action 1.11 *Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" coastal areas.*

Action 1.12 *Update the provisions of the Hillside Management Program as necessary to ensure protection of open space lands.*

Action 1.13 *Recommend that the City's Sphere of Influence boundary be coterminous with the existing City limits in the hillsides in order to preserve the hillsides as open space.*

Action 3.3 *Require preservation of public viewsheds and solar access.*

Policy 4D *Protect views along scenic routes.*

Action 4.36 *Require development along the following roadways – including noise mitigation, landscaping, and advertising – to respect and preserve views of the community and its natural context.*

- *State Route 33*
- *U.S. Highway 101*
- *Anchors Way*
- *Brakey Road*
- *Fairgrounds Loop*
- *Ferro Drive*
- *Figueroa Street*
- *Harbor Boulevard*
- *Main Street*
- *Navigator Drive*
- *North Bank Drive*
- *Poli Street/Foothill Road*
- *Olivas Park Drive*
- *Schooner Drive*
- *Spinnaker Drive*
- *Summit Drive*
- *Telegraph Road – east of Victoria Avenue*
- *Victoria Avenue – south of U.S. 101*
- *Wells Road*

Action 4.37 *Request that State Route 126 and 33, and U.S. HWY 101 be designated as State Scenic Highways.*

Action 4.38 *Continue to work with Caltrans to soften the barrier impact of U.S. Highway 101 by improving signage, aesthetics and undercrossings and overcrossings.*

Scenario 1 – Intensification/Reuse Only

In general, the intensification and reuse of lands that would be accommodated under Scenario 1 would avoid substantial alteration of scenic resources. However, new development could potentially block views of the Pacific Ocean or the hillsides above the City from certain identified scenic corridors. For example, three- to four-story development that could be accommodated in the Downtown district could potentially block ocean views from portions of Poli Street. In addition, similarly scaled development along the north sides of the Main Street and Thompson Boulevard corridors could potentially block existing views of the hillsides to the north from some vantage points. View changes in these areas are not considered significant since the view blockage would only be sporadic and because the change in views along the corridors is generally expected to be enhanced by the presence of attractive infill development.

As discussed under Impact AES-1 and in Section 4.2, *Agricultural Resources*, this scenario would accommodate development of a number of agricultural lands that are visible from U.S. 101 and SR 126. Notable conversions include the McGrath property in the Arundell district, a 25-acre agricultural parcel near the U.S. 101/SR 126 interchange, and agricultural lands east of Wells Road in the Saticoy community. Conversion of these highly visible agricultural lands would alter views from these scenic corridors. The overall image of the community from U.S. 101 and SR 126 would not change dramatically under this scenario and implementation of Actions 4.36 through 4.38 would minimize the impact of agricultural land conversion from scenic corridors. Nevertheless, the incremental change associated with the conversion of remaining agricultural lands visible from important view corridors is considered a significant impact.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

All of the view corridor changes that would occur under Scenario 1 would also occur under Scenario 2. In addition, this scenario includes the North Avenue, Olivas, and Serra expansion areas, each of which is currently in agricultural production. The North Avenue expansion area is occupied by an orchard and is in a semi-rural portion of the SR 33 corridor. The Olivas area can be readily viewed from U.S. 101, Harbor Boulevard, and the Union Pacific Railroad. The Serra area is not highly visible from any freeway corridor, but is highly visible from portions of Telephone Road and Bristol Road/North Bank Drive. Among the three expansion areas, conversion of the Olivas area would affect the largest number of viewers because of its proximity to U.S. 101. Conversion of the portion of the Olivas area north of U.S. 101, in particular, may alter the image of the City for northbound freeway viewers. The North Avenue and Serra areas are less prominent visually than the Olivas area. Nevertheless, conversion of any of the three areas would be considered a significant impact to views from identified scenic corridors.

As discussed under Impact AES-1, this scenario includes far more land than would be necessary to accommodate projected growth through 2025. In addition, a land use designation change for any of the three expansion areas included in this scenario would require voter approval under the SOAR Ordinance. As such, it is unlikely that all three areas would develop by 2025.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

All of the view corridor changes that would occur under Scenario 1 would also occur under Scenario 3. In addition, this scenario includes the North Avenue and Olivas areas. As discussed under Scenario 2, view corridor impacts associated with the conversion of either area would be significant.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

All of the view corridor changes that would occur under Scenario 1 would also occur under Scenario 4. In addition, this scenario includes the North Avenue and Serra areas. As discussed under Scenario 2, view corridor impacts associated with the conversion of either area would be significant.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

All of the view corridor changes that would occur under Scenario 1 would also occur under Scenario 5. In addition, this scenario includes the North Avenue and Western Cañada Larga expansion areas. As discussed under Scenario 2, view corridor impacts associated with conversion of the North Avenue area would be significant. As with the North Avenue area, the Western Cañada area is located in a semi-rural portion of the SR 33 corridor. The area that could be developed includes hillside grazing land and a small amount of irrigated agriculture. Conversion of this area to urban uses would fundamentally alter the nature of views along this semi-rural stretch of SR 33. This is considered a significant impact.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

All of the view corridor changes that would occur under Scenario 1 would also occur under Scenario 6. In addition, this scenario includes the North Avenue and Poinsettia areas. As discussed under Scenario 2, view corridor impacts associated with conversion of the North Avenue area would be significant. The Poinsettia area is currently used as an orchard and is visible from SR 126, Foothill Road, and Telegraph Road. Telegraph Road runs through the center of this area. Development of this area would result in the loss of a break from the suburban development that is present east and west of the area and fundamentally alter views for travelers on all three affected roadways. Although the Poinsettia area is completely surrounded by urban uses, the loss of this break in the suburban development pattern is considered a significant view impact to the SR 126, Telegraph Road, and Foothill Road corridors.

MITIGATION MEASURES

Policies included in the proposed 2005 General Plan, as described above, would reduce impacts on view corridors associated with intensification and reuse to a less than significant level. Other than the actions listed above and General Plan Action 1.23, which would preserve windrows on agricultural lands, additional mitigation is not available for the change in views from scenic corridors related to the conversion of agricultural lands.

SIGNIFICANCE AFTER MITIGATION

Implementation of 2005 General Plan policies and actions would reduce impacts to view corridors associated with agricultural land conversion to the degree feasible. Nevertheless, outside of avoiding development of agricultural lands that are visible from scenic corridors, the impact cannot be reduced to a less than significant level. View corridor impacts are considered unavoidably significant for all six scenarios. Scenario 1 would have the least impact among the scenarios, while Scenario 2 would have the greatest potential for impacts. It should again be noted that the conversion of agriculturally-designated lands in the expansion areas could occur only with a public vote under the SOAR Ordinance.

Impact AES-3	**Development accommodated under any of the 2005 General Plan land use scenarios would introduce new sources of light and glare. Light and glare conditions are not expected to change dramatically throughout most of the Planning Area because of the focus on intensification and reuse of already developed lands. Therefore, impacts would be Class III, *less than significant*, for any of the six scenarios.**

Development in accordance with the any of the land use scenarios for the 2005 General Plan would incrementally increase ambient nighttime lighting throughout the City and potentially introduce new sources of glare. Increased lighting could come from streetlights, parking lot lights, and signage on business establishments. Increased glare could potentially occur as a result of building materials, roofing materials and windows reflecting sunlight. A discussion of impacts for each scenario follows.

Scenario 1 – Intensification/Reuse Only

Scenario 1 would emphasize intensification and reuse of already developed areas. As such, it may incrementally increase overall lighting in portions of the community, but would not be expected to dramatically change communitywide light and glare conditions or greatly extend lighting into large areas where lighting is not currently present. As discussed under Impacts AES-1 and AES-2, this scenario would accommodate the conversion of a number of agricultural properties that are already designated for urban development. However, these areas are already surrounded primarily by urban uses and are therefore in areas where urban lighting is present; therefore, the extension of lighting into these areas would not significantly alter overall lighting. Similarly, the undeveloped areas in the North Avenue and Upper North Avenue areas are already lighted by the sporadic existing development.

This scenario would potentially accommodate residential development in the commercially oriented districts and corridors as well as at the neighborhood centers. Many of these areas – notably, Downtown, the Pacific View Mall, and all of the corridors - include retail development with relatively high levels of lighting and associated glare; therefore, the introduction of large numbers of light sensitive residences to these areas could pose conflicts with respect to light and glare. However, it is anticipated that implementation of Action 3.23 would result in the development of appropriate design standards as part of a form-based Development Code that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as

community living space, and environmentally sensitive building design and operation. Thus, significant impacts are not anticipated.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Light and glare impacts associated with intensification and reuse would be similar to those of Scenario 1 and would be reduced a less than significant level through implementation of Action 3.23. This scenario would also accommodate future development in the North Avenue, Olivas, and Serra expansion areas. All three areas are currently in agricultural production. The North Avenue expansion area is in a semi-rural area along SR 33. The Olivas area encompasses a large area (930 acres) that currently lacks lighting, but is located between U.S. 101 and the Ventura Harbor. The Serra area is surrounded on three sides by urban uses, with the Santa Clara River to the southeast. The North Avenue and Olivas areas are relatively isolated; therefore, the extension of lighting into these areas would not affect a high number of sensitive uses. Extension of lighting into the Serra area would affect a higher number of uses due to the area's proximity to existing residential neighborhoods. However, development in any of the expansion areas would be subject to current City lighting standards as well as new standards to be developed as part of the new development code (Action 3.23) and any additional standards developed as part of a specific plan for the expansion area. Thus, significant impacts are not anticipated.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Light and glare impacts associated with intensification and reuse would be similar to those of Scenario 1 and would be reduced to a less than significant level through implementation of Action 3.23. This scenario would also accommodate future development in the North Avenue and Olivas expansion areas, both of which are currently in agricultural production. As discussed under Scenario 2, both areas are relatively isolated; therefore, extension of lighting into these areas would affect relatively few sensitive receivers. As with Scenario 2, significant impacts are not anticipated.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Light and glare impacts associated with intensification and reuse would be similar to those of Scenario 1 and would be reduced a less than significant level through implementation of Action 3.23. This scenario would also accommodate future development in the North Avenue and Serra expansion areas, both of which are currently in agricultural production. The North Avenue area is relatively isolated; therefore, the extension of lighting into this area would not affect a high number of sensitive uses. Extension of lighting into the Serra area would affect a higher number of uses due to the area's proximity to existing residential neighborhoods. However, development in any of the expansion areas would be subject to current City lighting standards as well as new standards to be developed as part of the new development code (Action 3. 23) and any additional standards developed as part of a specific plan for the expansion area. Significant impacts are not anticipated.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Light and glare impacts associated with intensification and reuse would be similar to those of Scenario 1 and would be reduced a less than significant level through implementation of Action 3.23. In addition, this scenario would accommodate future development in the North Avenue and Western Cañada Larga expansion areas. Both areas are in a semi-rural portion of the community that is relatively isolated; therefore, the extension of lighting into these areas would not affect a high number of sensitive uses. Assuming implementation of existing requirements and new development code standards, significant impacts are not anticipated.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Light and glare impacts associated with intensification and reuse would be similar to those of Scenario 1 and would be reduced a less than significant level through implementation of Action 3.23. In addition, this scenario would accommodate future development in the North Avenue and Poinsettia expansion areas. As discussed under Scenario 2, extension of lighting into the North Avenue area would not affect a high number of sensitive uses. Like the Serra area, the Poinsettia area is almost entirely surrounded by existing residential neighborhoods; therefore, extension of lighting into this area would affect a relatively high number of adjacent uses. Assuming implementation of existing requirements and new development code standards, significant impacts are not anticipated.

MITIGATION MEASURES

Mitigation is not required for any of the six scenarios.

SIGNIFICANCE AFTER MITIGATION

With implementation of proposed General Plan policies, impacts from light and glare associated with new development would not be significant for any of the six land use scenarios.

4.2 AGRICULTURE

This section analyzes the impacts of development accommodated under the 2005 General Plan upon agricultural resources. Both direct impacts relating to the potential conversion of agricultural lands and indirect effects associated with placing urban development adjacent to agriculture are addressed.

4.2.1 Setting

a. General Setting. Agriculture plays an important role in the economy of Ventura County and the City of Ventura. Ventura County is one of the principal agricultural counties in the state; in 2003, the total value of agriculture production for Ventura County was $1.118 billion. This level of production is made possible by the presence of high quality soils, adequate water supply, favorable climate, long growing season, and level topography. In 2003, the top five cash crops in the County were strawberries, nursery stock, lemons, celery, and avocados.

b. Planning Area Agriculture. Figure 4.2-1 shows lands within the Ventura Planning Area that are currently in agricultural production. The City has soil and climate conditions suitable for specialty crops, including citrus, strawberries, and selected vegetables, sometimes yielding three crops per year. The top crops in Ventura County by value are lemons, strawberries, celery, nursery stock, and avocados. Nursery stock and cut flowers are of increasing importance to local agricultural production.

Approximately 17,000 acres of land within the Planning Area are currently used for active agricultural activity or grazing. Figure 4.2-1 shows lands currently used for agriculture. Irrigated farmland is located primarily within the eastern and southern portions of the Planning Area. Dry land farming and grazing occur on the Taylor Ranch west of the Ventura River. Grazing occurs on the hillside areas north of the City. These four general types of agricultural lands can be further separated into the following categories of products:

- *Row crops. These include vegetables (such as broccoli and lettuce) and strawberries.*
- *Orchards. Most of the City orchards are in lemons, although oranges are found in the flatlands. The orchards located on the hillsides in the northeast portion of the Planning Area are in avocados.*
- *Dry Farming. The only dry farming in the Planning Area is lima beans on the Taylor Ranch.*
- *Grazing. Grazing includes lands used for cattle and sheep.*

The U.S. Soil Conservation Service Important Farmlands Inventory (IFI) system is used to inventory lands with agricultural value. Figure 4.2-2 shows important farmlands in the Planning Area. This system divides farmland into classes based on productive capability of the land (rather than the mere presence of ideal soil conditions). The system effectively recognizes that a large amount of agricultural land in California and Ventura County that would not ordinarily be classified as "prime" under the previous evaluation system and is among the most productive land in the country. The major classifications for farmlands are described below.

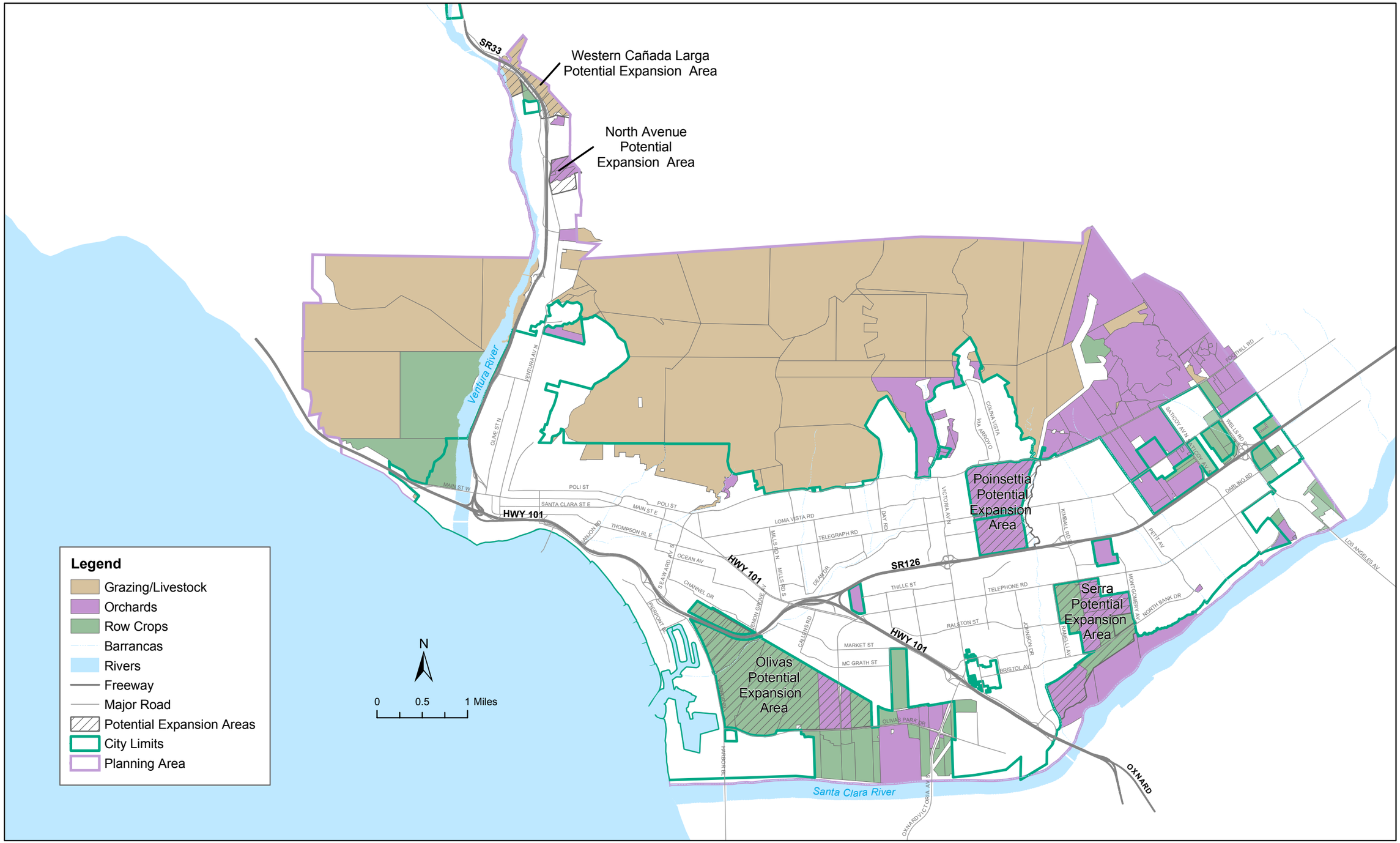
- *"Prime" farmlands in California are irrigated soils (Class I and II) over 40 inches deep with an available water-holding capacity of four inches or more. They are generally well drained and free from frequent flooding. Soil reaction is neither extremely acid nor strongly alkaline. The erosion hazard is slight and farming is not limited by cobbly surface layers, slow subsoil permeability, or freezing soil temperatures.*
- *Farmlands of "statewide" importance are lands other than "prime" that have a good combination of physical and chemical characteristics to produce food, feed, forage, fiber, and oil seed crops. The criteria are like that for "prime" except that no minimum soil depth limitation or permeability restriction exists. "Statewide" farmlands have broader waterholding capacity, soil reaction, may be slightly saline or alkali affected, and may have a slight erosion hazard.*
- *"Unique" farmlands are additional lands that produce high value food and fiber crops, as listed in the annual report of the Department of Food and Agriculture.*

Table 4.2-1 summarizes the acreage of important farmlands within the potential expansion areas. A number of properties within the current Sphere of Influence (SOI) that are designated for urban uses in the current Comprehensive Plan are currently in agricultural production. Major agricultural lands currently slated for eventual urbanization include nearly 300 acres in the Saticoy area, the 75-acre McGrath property in the Arundell district, and a 25-acre area near the U.S. 101/SR 126 interchange. An estimated 520 acres currently designated for urban uses are classified as "Prime" farmland. About 138 acres currently designated for urban uses are classified as "Statewide Importance" farmland, and another 16 acres are designated "Unique."

Table 4.2-1
Important Farmlands Designated for Non-Agricultural Use and Within Potential Expansion Areas

Area	Acres of Prime, Statewide Importance, and Unique Farmlands			
	Prime	Statewide Importance	Unique	Totals
Areas Already Planned for Non-Agricultural Use	520	138	16	674
Potential Expansion Areas				
North Avenue	0	32	1	33
Olivas	876	33	21	930
Serra	228	207	3	438
Western Cañada Larga	0	0	0	0
Poinsettia	194	176	48	418
Expansion Area Subtotal	1,298	448	73	1,819
Totals	**1,818**	**586**	**89**	**2,493**

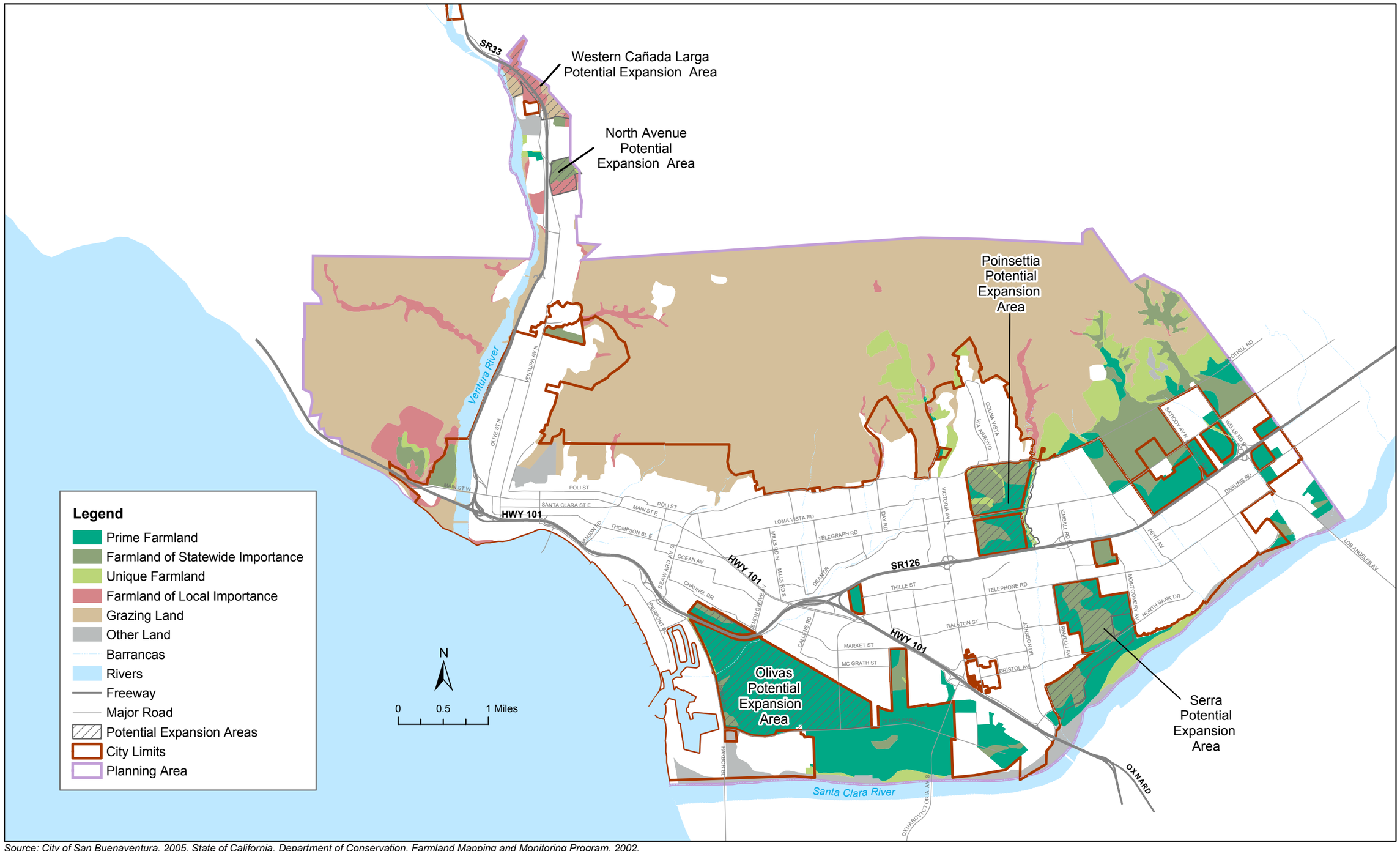
Note: All acreage numbers are approximate.



Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.

Lands in Agricultural Use Figure 4.2-1

City of Ventura



Source: City of San Buenaventura, 2005, State of California, Department of Conservation, Farmland Mapping and Monitoring Program, 2002, and Rincon Consultants, Inc., 2005.

Important Farmlands Figure 4.2-2

City of Ventura

All of the potential expansion areas studied in this EIR are wholly or partially in agriculture use. Four of the five expansion areas are wholly or partially within the current SOI; however, these areas are all currently designated Agriculture under the current Comprehensive Plan.

North Avenue. This 55-acre area is currently a lemon orchard. It is surrounded by low to medium density residential developments to the north and south, Ventura Avenue to the west with industrial uses across the Avenue, and open hillsides to the east. About 32 acres of this area are designated as "Statewide Importance" farmland and about one acre is designated as "Unique" farmland. The remainder of the area is classified as being of local importance.

Olivas. This 930-acre area includes a mix of row crops and orchards. The Union Pacific Railroad (UPRR) runs the length of the northeast side of the site and U.S. 101 bisects the area in the northwest corner. Across the UPRR are residential development and industrial uses. Across Harbor Boulevard to the south and west are harbor-related uses and multiple and single family residential development. Across Olivas Park Drive to the south and east is the Olivas Park golf course and more row crop agriculture. The Department of Conservation has classified about 876 acres of the Olivas expansion area as "Prime" farmland. The remainder of the area consists of "Statewide Importance" and "Unique" farmlands.

Serra. This 438-acre area is currently used for lemon and avocado orchards and for row crops. Adjacent to the farmland on the north are residential development and Telephone Road. Across Telephone Road to the north are more single family homes and the new 100-acre community park that is currently under construction. To the east is low density residential development, and to the west are both low and medium density residential development. At the corner of Montgomery Avenue and Bristol Road is a 26-acre parcel that is no longer subject to the SOAR Ordinance and that is planned for development. Commercial uses are to the southwest along Johnson Drive. The Santa Clara River is located along the southern boundary of this area. The Department of Conservation has classified this area as a mix of "Prime," "Statewide Importance," and "Unique" farmland.

Western Cañada Larga. This 110-acre area is primarily used as grazing land, though a small area west of SR 33 is currently used for row crop production. No portion of this area is classified as "Prime," "Statewide Importance," or "Unique" farmland. The area is classified as a mix of "Grazing Land" and "Farmland of Local Importance."

Poinsettia. This 418-acre area is currently a lemon orchard. The site is surrounded on all sides by residential development except for Balboa Middle School and Mound Elementary School, both of which are adjacent to the southwest corner of the area. The Department of Conservation has classified this area as a mix of "Prime," "Statewide Importance," and "Unique" farmland.

b. Conflicts Between Agricultural and Urban Uses. Large agricultural parcels abut urban land uses, including residences and schools, in portions of the Planning Area. Various conflicts have arisen between farmers and users of adjoining parcels. Areas of potential conflict are primarily in East Ventura, where newer housing tracts, schools, and other uses are located immediately adjacent to agricultural parcels. This land use pattern also occurs to a lesser degree in portions of the North Ventura Avenue community.

The direct interface between agricultural and urban uses has created a variety of potential conflicts for both growers and urban interests. Issues concerning the agricultural/urban interface include:

Issues for Urban Interests

- *Use of pesticides/dust problems in vicinity of residential neighborhoods, particularly near schools*
- *Odors associated with pesticides and livestock*
- *Noise related to farming equipment*
- *Growing presence and operation of large greenhouses*
- *General effects of agriculture on air quality*

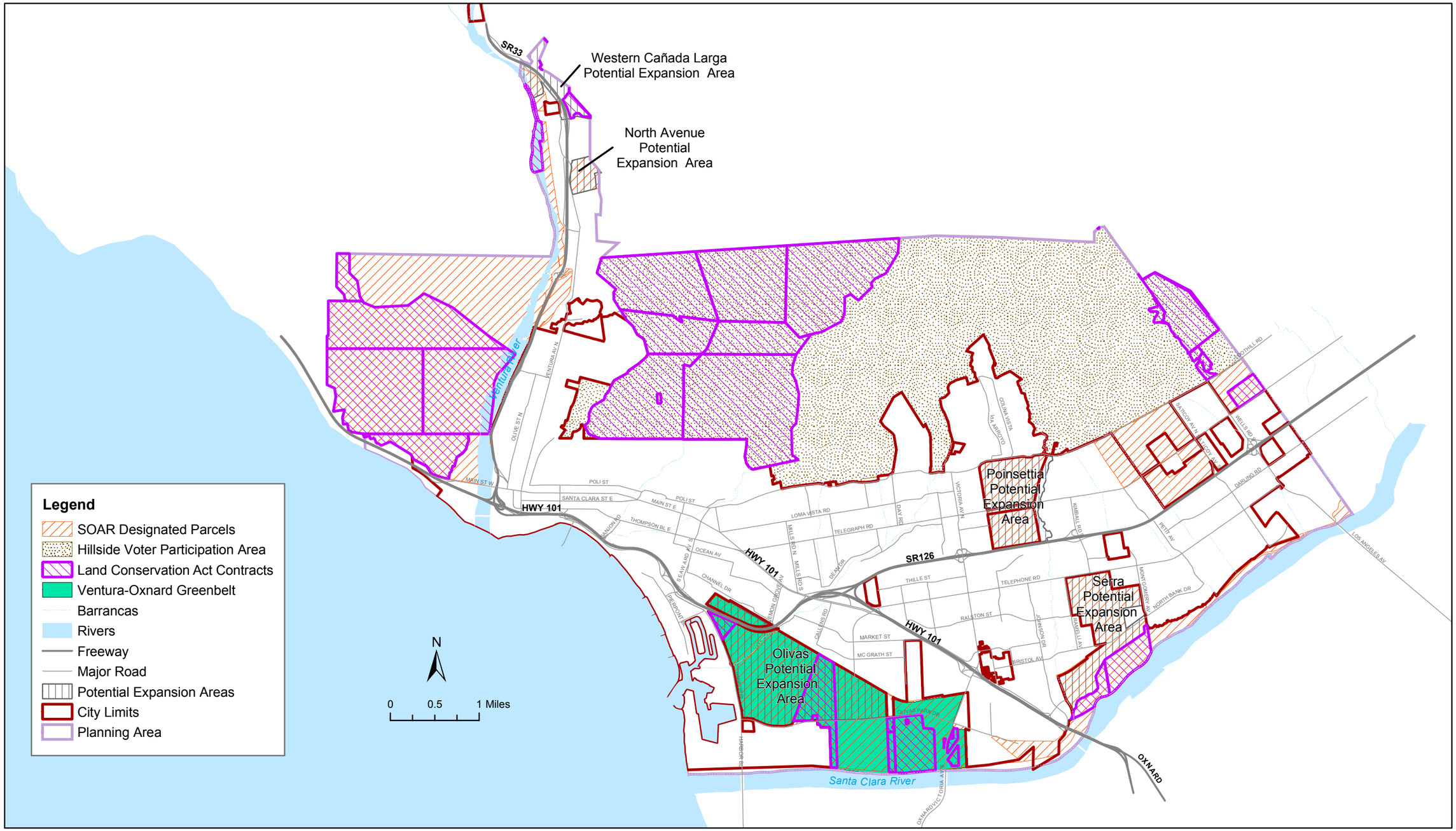
Issues for Agricultural Interests

- *Restrictions on activity*
- *Restrictions on conversion*
- *Loss of revenue and competitiveness*
- *Competition for water and land*
- *Pilferage, trespassing, and littering*
- *Dust from adjacent construction activity*

c. Regulatory Setting. A number of state and local regulatory mechanisms are in place to preserve farmland and agricultural activity. These are described below. Figure 4.2-3 shows lands that are affected by one or more of these policies.

Land Conservation Act. A primary tool to preserve farmlands is the California Land Conservation Act (LCA) or Williamson Act contract program, established in 1965. Under provisions of the Act, private landowners may voluntarily enter into a long-term contract (minimum of 10 years) with cities and counties to form agricultural preserves and maintain their property in agricultural or open space uses in return for a reduced property tax assessment based on the agricultural value of the property. The term of an LCA contract is generally ten years and the contract automatically renews itself each year for another ten-year period, unless a Notice of Non-Renewal is filed or the contract is cancelled. State Government Code Section 51282 provides specific findings that must be made for the approval of LCA contract cancellations. Ventura County entered the program in 1969, and as of April 2002, between 130,000 and 132,000 acres of crops were in under LCA contracts. Properties within the Planning Area that are subject to LCA contracts are shown on Figure 4.2-3. These properties include portions of the Olivas, Serra, and Western Cañada Larga expansion areas.

Save Our Agricultural Resources (SOAR) Initiative. In November 1995, a majority of voters (52%) in Ventura passed the Save Our Agricultural Resources (SOAR) Ordinance, also called the Agricultural Lands Preservation Initiative. The Ventura County Save Open Space and Agricultural Resources Initiative, Measure B, passed in November 1998 by a 63% majority. Both measures generally prevent changes in specified land use categories (of the City's Comprehensive Plan and the County General Plan) unless the land use change is approved by a majority of voters. The City SOAR Ordinance reaffirms and readopts the Agriculture designations defined in the current Comprehensive Plan until the year 2030. Areas subject to



Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.

Greenbelts, Land Conservation Act Contracts, SOAR Designated Lands, and Hillside Voter Participation Areas Figure 4.2-3

City of Ventura

the SOAR Ordinance are shown on Figure 4.2-3. The North Avenue, Olivas, Serra, and Poinsettia expansion areas all contain land subject to the City SOAR Ordinance.

Greenbelt Agreements. Several cities, Ventura County, and the Local Agency Formation Commission (LAFCO) have adopted greenbelt agreements between jurisdictions to further the objectives of the Guidelines for Orderly Development and to assist in preserving agriculture and other open space lands located between cities. Greenbelt agreements are joint or co-adopted resolutions by cities, the County (when applicable) and LAFCO, whereby it is agreed to cooperatively administer a policy of non-annexation and non-development in a specific area. The basic purpose of the greenbelt is to establish a mutual agreement between cities regarding the limits of urban growth for each city. A greenbelt agreement must be amended by all parties involved before the LAFCO will consider any proposal that may be in conflict with the agreement.

The City of Ventura is a participant in two greenbelt agreements. Ventura and Santa Paula adopted an agreement in 1967 to maintain the area between the Franklin Barranca east of the Ventura city limits and the Adams Barranca west of the Santa Paula city limits in agriculture production. The majority of agricultural lands in this greenbelt are under LCA contract. Ventura first entered into a greenbelt agreement with the City of Oxnard in 1994 and updated the agreement in 2002. That agreement applies to farmlands between the two cities, including the Olivas expansion area.

Boundaries for the greenbelts involving the City of Ventura are depicted on Figure 4.2-3.

Right-To-Farm Ordinances. In 1997, the City approved a Right-To-Farm Ordinance to provide protection to farmers against nuisance claims and frivolous lawsuits involving legal and accepted farming practices. The measure requires realtors to disclose potential conflicts with agriculture (e.g., pesticide smells, noise from machinery, pesticides use) when properties adjacent to agricultural parcels are for sale. The ordinance also provides a statement that agriculture is not subject to nuisance claims if it is being properly conducted. Ventura County also has a Right-To-Farm Ordinance that mediates similar disputes between neighboring cities.

4.1.2 Impact Analysis

a. Methodology and Significance Thresholds. Agricultural impacts were based upon review of Department of Conservation farmland classifications, regulatory requirements that apply to the various agricultural lands within the Planning Area, and the potential of future development to create agricultural/urban interface.

Impacts to agriculture would be significant if development accommodated by the 2005 General Plan 2025 would:

- *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use*
- *Conflict with existing zoning for agricultural use, or a Williamson Act contract*
- *Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in the loss of Farmland*

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of impacts for each of the six 2005 General Plan land use scenarios. A discussion of impacts for each scenario follows.

Impact AG-1	**Any of the six scenarios for the 2005 General Plan would accommodate the development that would involve the conversion of State-designated Prime, Statewide Importance, and Unique farmland. The overall acreage of agricultural land that could be converted would range from about 674 acres under Scenario 1 to about 2,075 acres under Scenario 2. Conversion of farmland would represent a Class I, *unavoidably significant*, impact for any of the six scenarios.**

Development in accordance with any of the six land use scenarios under consideration for the proposed 2005 General Plan could result in the conversion of agriculture land that is classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. Table 4.2-2 compares the acreage of important farmlands that could potentially be converted under each scenario. The potential impact relating to agricultural land conversion is considered significant for all six scenarios.

Table 4.2-2
Potential Conversion of Important Farmlands

Farmland Classification	Important Farmlands Potentially Converted (in acres)					
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Prime Farmland	520	1,624	1,370	748	494	688
Farmland of Statewide Importance	138	410	203	377	170	314
Unique Farmland	16	41	38	20	17	65
Total	**674**	**2,075**	**1,611**	**1,145**	**681**	**1,067**

Scenario 1 - Intensification/Reuse Only

Scenario 1 emphasizes the intensification and reuse of already urbanized areas in order to accommodate projected growth. This scenario includes none of the expansion areas, all of which are wholly or partially in agricultural production and include important farmlands under IFI criteria. Consequently, this scenario would have the least potential for direct impacts relating to agricultural land conversion among the six scenarios. Nevertheless, Scenario 1 would accommodate the development of a number of properties that are already designated for non-agricultural uses under the current Comprehensive Plan, but that contain important farmlands. These include the 75-acre McGrath property in the Arundell area, the 25-acre

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Important Farmland Conversion (Impact AG-1)	Potential conversion of up to about 674 acres of important farmlands, including 520 acres of "Prime" farmland, 138 acres of "Statewide Importance" farmland, and 16 acres of "Unique" farmland. Impacts are Class I, unavoidably significant.	Potential conversion of up to 2,075 acres of important farmlands, including 1,624 acres of "Prime" farmland, 410 acres of "Statewide Importance" farmland, and 41 acres of "Unique" farmland. Impacts are Class I, unavoidably significant.	Potential conversion of up to 1,611 acres of important farmlands, including 1,370 acres of "Prime" farmland, 203 acres of "Statewide Importance" farmland, and 38 acres of "Unique" farmland. Impacts are Class I, unavoidably significant.	Potential conversion of up to 1,145 acres of important farmlands, including 748 acres of "Prime" farmland, 377 acres of "Statewide Importance" farmland, and 20 acres of "Unique" farmland. Impacts are Class I, unavoidably significant.	Potential conversion of up to 681 acres of important farmlands, including 494 acres of "Prime" farmland, 170 acres of "Statewide Importance" farmland, and 17 acres of "Unique" farmland. Impacts are Class I, unavoidably significant.	Potential conversion of up to 1,066 acres of important farmlands, including 688 acres of "Prime" farmland, 314 acres of "Statewide Importance" farmland, and 65 acres of "Unique" farmland. Impacts are Class I, unavoidably significant.
Conflicts with Agricultural Zoning, SOAR Ordinance, Greenbelt Agreements, and LCA contracts (Impact AG-2)	No conflicts with agricultural zoning, SOAR Ordinance, greenbelt agreements, or LCA contracts. Impacts are Class III, less than significant.	Potential conversion of 1,423 acres subject to SOAR Ordinance, 930 acres within Ventura-Oxnard greenbelt, and 170 acres under LCA contract. Impacts are Class I, unavoidably significant.	Potential conversion of 959 acres subject to SOAR Ordinance, 930 acres within Ventura-Oxnard greenbelt, and 170 acres under LCA contract. Impacts are Class I, unavoidably significant.	Potential conversion of 493 acres subject to SOAR Ordinance. Impacts are Class I, unavoidably significant.	Potential conversion of 84 acres subject to SOAR Ordinance and 26 acres under LCA contract. Impacts are Class I, unavoidably significant.	Potential conversion of 473 acres subject to SOAR Ordinance. Impacts are Class I, unavoidably significant.
Agricultural/Urban Conflicts (Impact AG-3)	Certain areas of conflict would continue in East Ventura, though conversion of agricultural lands adjacent to urban areas would generally reduce conflicts. Impacts are Class IV, beneficial.	Impacts generally similar to Scenario 1; potential conflicts with Olivas area, though conversion of expansion areas generally reduces conflicts. Impacts are Class IV, beneficial.	Impacts generally similar to Scenario 1; potential conflicts with Olivas area, though conversion of expansion areas generally reduces conflicts. Impacts are Class IV, beneficial.	Impacts generally similar to Scenario 1; conversion of N. Avenue and Serra areas generally reduces conflicts. Impacts are Class IV, beneficial.	Impacts generally similar to Scenario 1; conversion of N. Avenue and Western Cañada Larga area would not create significant conflicts. Impacts are Class IV, beneficial.	Impacts generally similar to Scenario 1; conversion of N. Avenue and Poinsettia areas generally reduces conflicts. Impacts are Class IV, beneficial.

agricultural property in the Thille community near the U.S. 101/SR 126 interchange, several properties in the Saticoy area, and approximately 11 acres of agricultural land north of the City's water filtration plant. As indicated in Table 4.2-2, up to about 674 acres of important farmlands could be converted under this scenario, including 520 acres of "Prime" farmland, 138 acres of "Statewide Importance" farmland, and 16 acres of "Unique" farmland. Such conversion is considered a significant impact.

Scenario 2 - Intensification/Reuse + North Avenue + Olivas + Serra

Farmland conversion relating to intensification and reuse would be the same as Scenario 1. In addition, this scenario includes three expansion areas – North Avenue, Olivas, and Serra - that are designated Agriculture under the current Comprehensive Plan. Although the land use designations for these areas would remain Agriculture, all three would be considered for future development under this scenario. As shown in Table 4.2-2, this scenario would accommodate eventual conversion of up to 2,075 acres of important farmlands, including 1,624 acres of "Prime" farmland, 410 acres of "Statewide Importance" farmland, and 41 acres of "Unique" farmland. This is considered a significant impact.

This scenario would potentially accommodate the greatest amount of agricultural land conversion among the six scenarios, though it should be noted that the above estimates represent the maximum potential conversion. Re-designation of any of the three expansion areas included in this alternative would require voter approval under the SOAR Ordinance. In addition, this alternative includes substantially more acreage than would be needed to accommodate projected growth through 2025. Therefore, the actual acreage converted through 2025 may be less than presented herein.

Scenario 3 - Intensification/Reuse + North Avenue + Olivas

Farmland conversion relating to intensification and reuse would be the same as Scenario 1. This scenario also includes two expansion areas – North Avenue and Olivas - that are designated Agriculture under the current Comprehensive Plan. The land use designations for these areas would not change, but both areas would be considered for future development under this scenario. As shown in Table 4.2-2, this scenario would accommodate eventual conversion of up to 1,611 acres of important farmlands, including 1,370 acres of "Prime" farmland, 203 acres of "Statewide Importance" farmland, and 38 acres of "Unique" farmland. This is considered a significant impact.

As noted under Scenario 2, the acreage estimates represent the maximum potential conversion. Re-designation of either the North Avenue or Olivas expansion areas would require voter approval under the SOAR Ordinance. In addition, this alternative includes substantially more acreage than would be needed to accommodate projected growth through 2025. Therefore, the actual acreage converted through 2025 may be less than presented herein.

Scenario 4 - Intensification/Reuse + North Avenue + Serra

Farmland conversion relating to intensification and reuse would be the same as Scenario 1. This scenario also includes two expansion areas – North Avenue and Serra - that are designated Agriculture under the current Comprehensive Plan. The land use designations for these areas

would not change, but both areas would be considered for future development under this scenario. As shown in Table 4.2-2, this scenario would accommodate eventual conversion of up to 1,145 acres of important farmlands, including 748 acres of "Prime" farmland, 377 acres of "Statewide Importance" farmland, and 20 acres of "Unique" farmland. This is considered a significant impact.

As noted under Scenario 2, the acreage estimates represent the maximum potential conversion. Re-designation of either the North Avenue or Serra expansion areas would require voter approval under the SOAR Ordinance. Therefore, the actual acreage converted through 2025 may be less than presented herein.

Scenario 5 - Intensification/Reuse + North Avenue + Western Cañada Larga

Farmland conversion relating to intensification and reuse would be the same as Scenario 1. This scenario also includes two expansion areas – North Avenue and Western Cañada Larga. The North Avenue area is designated Agriculture under the current Comprehensive Plan, while the Western Cañada Larga area is primarily designated Open Space under the County of Ventura General Plan and includes no "Prime," "Statewide Importance," or "Unique" farmland. The land use designations for these areas would not change, but both areas would be considered for future development. As shown in Table 4.2-2, this scenario would accommodate eventual conversion of up to 681 acres of important farmlands, including 494 acres of "Prime" farmland, 170 acres of "Statewide Importance" farmland, and 17 acres of "Unique" farmland. This is considered a significant impact.

As noted under Scenario 2, the acreage estimates represent the maximum potential conversion. Re-designation of the North Avenue expansion area or 29 acres of the Western Cañada Larga expansion area west of SR 33 would require voter approval under the SOAR Ordinance. Therefore, the actual acreage converted through 2025 may be less than presented herein.

Scenario 6 - Intensification/Reuse + North Avenue + Poinsettia

Farmland conversion relating to intensification and reuse would be the same as Scenario 1. This scenario also includes two expansion areas – North Avenue and Poinsettia - that are designated Agriculture under the current Comprehensive Plan. The land use designations for these areas would not change, but both areas would be considered for future development. As shown in Table 4.2-2, this scenario would accommodate eventual conversion of up to 1,067 acres of important farmlands, including 688 acres of "Prime" farmland, 314 acres of "Statewide Importance" farmland, and 65 acres of "Unique" farmland. This is considered a significant impact.

As noted under Scenario 2, the acreage estimates represent the maximum potential conversion. Re-designation of either the North Avenue or Poinsettia expansion areas would require voter approval under the SOAR Ordinance. Therefore, the actual acreage converted through 2025 may be less than presented herein.

MITIGATION MEASURES

Policy 3C of the 2005 General Plan states that the City will "[m]aximimize the use of land in the city before considering expansion." To that end, General Plan Actions 3.16 and 3.17 direct the City to renew and modify greenbelt agreements as necessary to direct development to already urbanized areas and continue to support the Guidelines for Orderly Development, which generally direct future urban development to the urban areas. Action 3.20 directs the City to adopt development code provisions to "preserve agricultural and open space lands as a desirable means of shaping the City's internal and external form and size."

General Plan Policy 3D directs the City to "Continue to preserve agricultural and other open space lands lands within the City's Planning Area." To that end, Action 3.21 directs the City to adopt performance standards for non-farm activities in agricultural areas to protect and support farm operations, including requiring non-farm uses to provide all necessary buffers.

Implementation of the above policies/actions would minimize the premature conversion of agricultural land under any of the land use scenarios. Outside of re-designating important farmlands for continued agricultural use, additional mitigation is not available.

SIGNIFICANCE AFTER MITIGATION

Implementation of 2005 General Plan policies and actions would minimize the premature conversion of productive agricultural lands within the Planning Area to non-agricultural uses. In addition, the Ventura County LAFCO will review all proposed conversions of agricultural land that require annexation into the City. Nevertheless, potential impacts relating to the conversion of agricultural land to urban uses is considered unavoidably significant for all six land use scenarios.

Impact AG-2	**Five of the six land use scenarios under consideration for the 2005 General Plan would accommodate the future conversion of agricultural land that is designated for agricultural use, subject to the City SOAR Ordinance, within the Ventura-Oxnard Greenbelt, and/or under LCA contract. This is considered a Class I, unavoidably significant, impact of Scenarios 2 through 6. The impact for Scenario 1 (Intensification/Reuse Only) is considered Class III, *less than significant*.**

Table 4.2-3 compares acreage subject to the SOAR Ordinance, adopted greenbelt agreements, and existing LCA contracts under the six land use scenarios. A discussion of each scenario follows.

Scenario 1 - Intensification/Reuse Only

Scenario 1 limits future growth and development to intensification and reuse of properties that are already designated for non-agricultural uses under the current Comprehensive Plan. As

Table 4.2-3
Acres Subject to SOAR, Greenbelt Agreements, and LCA Contracts

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Acres Subject to SOAR	0	1,423	959	493	84	473
Acres Within a Greenbelt	0	930	930	0	0	0
Acres Currently Under LCA Contract	0	170	170	0	26	0

discussed under Impact AG-1, this scenario would allow for the conversion of certain agricultural lands to non-agricultural uses; however, all such lands are already designated for urban use. None of the areas that could be developed under this scenario are subject to the City SOAR Ordinance and none are within established greenbelts or subject to LCA contracts. As such, this scenario would not accommodate any development that would conflict with agricultural zoning or other policies regarding the preservation of agriculture. Impacts relating to conflicts with agricultural policy would not occur under this scenario.

Scenario 2 - Intensification/Reuse + North Avenue + Olivas + Serra

Like Scenario 1, the Intensification/Reuse + North Avenue + Olivas + Serra Scenario also emphasizes intensification and reuse development. However, this scenario also includes three expansion areas – North Avenue, Olivas, and Serra – that are currently designated Agriculture and subject to the City's SOAR Ordinance. These areas combined total about 1,423 acres. In addition, the 930-acre Olivas area is within the Ventura-Oxnard Greenbelt. Finally, about 170 acres within the Olivas area are under LCA contract. The California Government Code (Section 56856.5) generally precludes the LAFCO from approving annexation of lands under LCA contract unless a notice of non-renewal has been filed and the annexing agency (the City) agrees that no services will actually be provided during the remaining life of the contract for land uses or activities not allowed under the contract.

The 2005 General Plan would not change the land use designation for either the North Avenue, Olivas, or Serra areas, but all three areas would be considered for future conversion. None of the expansion areas could be converted without voter approval in accordance with the SOAR Ordinance and lands under LCA contract could only be converted upon cancellation of the contracts. Nevertheless, this alternative potentially conflicts with current policies relating to the preservation of agricultural land. This is considered a significant impact.

Conversion of any of the three expansion areas may require a future adjustment to the SOI because the Ventura LAFCO will likely remove all areas subject to the SOAR Ordinance, including the North Avenue, Olivas, and Serra areas, from the SOI following a Municipal Service review for Ventura.

Scenario 3 - Intensification/Reuse + North Avenue + Olivas

This scenario also emphasizes intensification and reuse, but includes two expansion areas – North Avenue and Olivas – that are currently designated Agriculture and subject to the City's SOAR Ordinance. These two areas total about 959 acres. In addition, the Olivas area is within the Ventura-Oxnard Greenbelt Agreement and about 170 acres within the Olivas area are under LCA contract. The California Government Code (Section 56856.5) generally precludes the LAFCO from approving annexation of lands under LCA contract unless a notice of non-renewal has been filed and the annexing agency (the City) agrees that no services will actually be provided during the remaining life of the contract for land uses or activities not allowed under the contract.

The 2005 General Plan would not change the land use designation for either the North Avenue area or the Olivas area, but both areas would be considered for future conversion. Neither of the expansion areas could be converted without voter approval in accordance with the SOAR Ordinance and lands under LCA contract could only be converted upon cancellation of the contracts. Nevertheless, this alternative potentially conflicts with current policies relating to the preservation of agricultural land. This is considered a significant impact.

Conversion of either expansion area may require a future adjustment to the SOI because the Ventura LAFCO will likely remove all areas subject to the SOAR Ordinance, including the North Avenue and Olivas areas, from the SOI following a Municipal Service review for Ventura.

Scenario 4 - Intensification/Reuse + North Avenue + Serra

This scenario also emphasizes intensification and reuse, but includes two expansion areas – North Avenue and Serra – that are currently designated Agriculture and subject to the City's SOAR Ordinance. These two areas total about 493 acres.

The 2005 General Plan would not change the land use designation for either the North Avenue area or the Serra area under this scenario; nevertheless, both areas would be considered for future conversion. Therefore, although neither of the expansion areas could be converted without voter approval in accordance with the SOAR Ordinance, this alternative potentially conflicts with current policies relating to the preservation of agricultural land. This is considered a significant impact.

Conversion of either expansion area may require a future adjustment to the SOI because the Ventura LAFCO will likely remove all areas subject to the SOAR Ordinance, including the North Avenue and Serra areas, from the SOI following a Municipal Service review for Ventura.

Scenario 5 - Intensification/Reuse + North Avenue + Western Cañada Larga

This scenario also emphasizes intensification and reuse, but includes two expansion areas – North Avenue and Western Cañada Larga. The entire North Avenue expansion area is currently designated Agriculture and subject to the City's SOAR Ordinance. This area encompasses about 55 acres. About 29 acres of the 110-acre Western Cañada Larga expansion area (the area west of SR 33) are also designated Agriculture and subject to SOAR. The

remainder of the Western Cañada Larga area (the portion east of SR 33) is not subject to the City SOAR Ordinance and, if annexed by the City, would not be subject to the County SOAR Ordinance. An estimated 26 acres within the Western Cañada Larga area are subject to an LCA contract. The California Government Code (Section 56856.5) generally precludes the LAFCO from approving annexation of lands under LCA contract unless a notice of non-renewal has been filed and the annexing agency (the City) agrees that no services will actually be provided during the remaining life of the contract for land uses or activities not allowed under the contract.

The 2005 General Plan would not change the land use designation for either the North Avenue area or the Western Cañada Larga area, but both areas would be considered for future conversion. In accordance with the SOAR Ordinance, neither of the expansion areas could be converted without voter approval. Lands under LCA contract could only be converted upon cancellation of the contracts. Nevertheless, this alternative potentially conflicts with current policies relating to the preservation of agricultural land. This is considered a significant impact.

Conversion of either expansion area may require a future adjustment to the SOI. The Western Cañada Larga area is already outside the SOI and the Ventura LAFCO will likely remove all areas subject to the SOAR Ordinance, including the North Avenue area, from the SOI following a Municipal Service review for Ventura.

Scenario 6 - Intensification/Reuse + North Avenue + Poinsettia

This scenario also emphasizes intensification and reuse, but includes two expansion areas – North Avenue and Poinsettia – that are currently designated Agriculture and subject to the City's SOAR Ordinance. These two areas total about 473 acres. No portion of either expansion area is within an existing Greenbelt Agreement or under LCA contract.

The 2005 General Plan would not change the land use designation for either the North Avenue area or the Poinsettia area; nevertheless, both areas would be considered for future conversion. Therefore, although neither of the expansion areas could be converted without voter approval in accordance with the SOAR Ordinance, this alternative potentially conflicts with current policies relating to the preservation of agricultural land. This is considered a significant impact.

Conversion of either expansion area may require a future adjustment to the SOI because the Ventura LAFCO will likely remove all areas subject to the SOAR Ordinance, including the North Avenue and Poinsettia areas, from the SOI following a Municipal Service review for Ventura.

MITIGATION MEASURES

The policies and actions included in the 2005 General Plan and discussed under Impact AG-1 would reduce potential conflicts with policies relating to the preservation of agricultural land to the degree feasible. Additional mitigation outside of avoiding conversion of lands designated for agricultural use is not available.

SIGNIFICANCE AFTER MITIGATION

No impact with respect to agricultural land preservation policy would occur under Scenario 1. The amount of agriculturally-designated land would vary among Scenarios 2 through 6. However, Scenarios 2 through 6 would all potentially accommodate the eventual conversion of lands designated for agricultural use, within existing Greenbelt Agreements, and/or under LCA contracts to non-agricultural use. Thus, impacts associated with each of these scenarios are considered unavoidably significant.

Impact AG-3	**Development that could be accommodated under any of the 2005 General Plan land use scenarios could generally reduce agricultural compatibility conflicts in some locations. Though certain areas of agricultural/urban conflict would remain within the Planning Area, any of the six scenarios would generally reduce the potential for such conflicts. With the policies and actions recommended in the 2005 General Plan, effects under any of the six scenarios would be Class IV, beneficial.**

Residents living adjacent to agricultural lands often cite odor nuisance impacts, noise from farm equipment, vehicle conflicts, dust and pesticide spraying as land use conflicts. Conflicts between farm vehicles and high-speed automobiles used by residents on adjacent roadways can lead to accidents. Pesticide spraying can result in health hazards, while odor and noise are nuisances that can affect the enjoyment of private dwellings. Increased dust from soils and farm equipment can be both a nuisance and a health hazard. These conflicts can also result in reduced property values along the interface with agricultural uses.

The placement of residential development adjacent to farmland can also have negative impacts on farming operations. Direct physical impacts include vandalism to farm equipment or fencing, and theft of fruits and vegetables. Soil compaction from trespassers or equestrians can also damage crop potential. These can result in indirect economic impacts. One study (Ventura County Agricultural Land Trust, 1996) showed that crop production in the first two rows adjacent to urban uses is about 20% lower than the rows beyond. Reduced air quality from adjacent urban development can also result in impacts to adjacent farmland.

Placement of residences adjacent to cultivated agriculture can also have economic impacts to growers. Increased regulations and liability insurance to protect the farmer from adjacent urban uses cost time and money. Some farmers' sensitive to nearby residences voluntarily limit their hours of operation and do not intensively use the portions of their property closest to urban uses, in effect establishing informal buffer zones on their own property. This has the effect of lowering crop yields, which can potentially affect the long-term economic viability of the agricultural operation. Though these types of economic impacts are not environmental effects under CEQA, they could ultimately cause the loss of agricultural production due to cessation of operations if the economic impacts become severe enough. The City and County's right to farm ordinances help protect on-going agricultural operation from nuisance lawsuits.

Scenario 1 - Intensification/Reuse Only

This land use scenario focuses on intensification and reuse of properties within the existing developed City and does not include expansion areas. As noted under Impact AG-1, several agricultural properties that are currently designated for non-agricultural uses could be developed under this scenario. Development of these areas would take agriculture land currently adjacent to urban uses out of operation, thereby reducing the potential for agricultural/urban compatibility conflicts in these areas. The only areas where new development could potentially create new conflicts with existing agriculture area are in the Saticoy area. Development of residentially-designated lands along the west side of Saticoy Avenue could potentially create new conflicts with agricultural activity along the west side of that roadway. In addition, new residential development east of Wells Road may abut agricultural lands to the east. Conflicts similar to those currently present in portions of the Saticoy area may occur in these areas, though proposed policies requiring buffers between agricultural and urban uses (described below under Mitigation Measures) would minimize impacts.

The impact of this scenario with respect to urban/agricultural conflicts would primarily be beneficial. Nevertheless, it should be noted certain areas of potential conflict would remain, including the agricultural/urban interface that exists at the North Avenue, Olivas, Serra, and Poinsettia expansion areas. Although areas where intensification is expected to occur generally are not adjacent to agricultural areas, remaining growers may be further isolated in a general sense by the further urbanization of the Planning Area.

Scenario 2 - Intensification/Reuse + North Avenue + Olivas + Serra

This scenario would potentially result in the same primarily beneficial effects noted for Scenario 1, but would also potentially accommodate the future development of all or portions of the North Avenue, Olivas, and Serra areas. Each of these areas is wholly or partially surrounded by urban uses, including residential development. Therefore, taking these areas out of agricultural production would potentially eliminate conflicts that currently exist in these areas. This is considered a potentially beneficial effect of this scenario.

The North Avenue and Serra areas are essentially completely surrounded by urban uses; therefore, conversion of these areas would not create any new interface between agricultural and urban uses. On the other hand, full or partial conversion of the Olivas area could potentially create new areas of conflict as that area is bounded by agricultural operations to the east and south. Thus, conversion of the Olivas area would eliminate some existing conflicts, while potentially creating others.

Scenario 3 - Intensification/Reuse + North Avenue + Olivas

This scenario would potentially result in the same primarily beneficial effects noted for Scenario 1, but would also potentially accommodate the future development of all or portions of the North Avenue and Olivas areas. Both of these areas are wholly or partially surrounded by urban uses, including residential development. Therefore, taking these areas out of agricultural production would potentially eliminate conflicts that currently exist in these areas. On the other hand, as noted for Scenario 2, the Olivas area is bounded by agricultural operations to the

east and south; therefore, partial or complete conversion of this area could potentially create new areas of conflict. Thus, as with Scenario 2, conversion of the Olivas area would eliminate some existing conflicts, while potentially creating others.

Scenario 3's effects would be primarily beneficial, though this scenario would not accommodate conversion of the Serra area to non-agricultural use. Therefore, there would be somewhat greater residual potential for conflict than under Scenario 2.

Scenario 4 - Intensification/Reuse + North Avenue + Serra

This scenario would potentially result in the same primarily beneficial effects noted for Scenario 1, but would also potentially accommodate the future development of all or portions of the North Avenue and Serra areas. Both of these areas are surrounded by urban uses, including residential development. Therefore, taking these areas out of agricultural production would potentially eliminate conflicts that currently exist in these areas. This is considered a potentially beneficial effect of this scenario. Though certain areas of agricultural/urban conflict would remain in portions of the Planning Area, including the Olivas and Poinsettia areas, this scenario's effect would be primarily beneficial and no new areas of conflict would be created.

Scenario 5 - Intensification/Reuse + North Avenue + Western Cañada Larga

This scenario would potentially result in the same primarily beneficial effects noted for Scenario 1, but would also potentially accommodate the future development of all or portions of the North Avenue and Western Cañada Larga areas. The North Avenue area is primarily surrounded by urban uses, including residential development. Therefore, taking these areas out of agricultural production would potentially eliminate conflicts that currently exist in this area. This is considered a potentially beneficial effect of this scenario. The Western Cañada Larga area does not have any current agricultural activity that poses conflicts with urban uses, though conversion of this area would not create any compatibility conflicts with existing agricultural activity.

As with the other scenarios, certain areas of agricultural/urban conflict would remain in portions of the Planning Area under this scenario, including the Olivas and Poinsettia areas. Nevertheless, this scenario's effect would be primarily beneficial and no new areas of conflict would be created.

Scenario 6 - Intensification/Reuse + North Avenue + Poinsettia

This scenario would potentially result in the same primarily beneficial effects noted for Scenario 1, but would also potentially accommodate the future development of all or portions of the North Avenue and Poinsettia areas. Both of these areas are surrounded by urban uses, including residential development and, in the case of the Poinsettia area, Ventura Unified School District schools that have been a source of compatibility concerns. Therefore, taking these areas out of agricultural production would eliminate conflicts that currently exist in these areas. This is considered a potentially beneficial effect of this scenario. Though certain areas of agricultural/urban conflict would remain in portions of the Planning Area, including the Olivas and Serra areas, this scenario's effect would be primarily beneficial and no new areas of conflict would be created.

MITIGATION MEASURES

Implementation of the policies and actions listed under Impact AG-1 would be expected to generally reduce the potential for agricultural/urban compatibility conflicts. In particular, Action 3.21 would minimize effects to farming operations and adjacent urban uses by requiring that non-farm operations provide buffers between urban and agricultural uses. Mitigation beyond the General Plan policies and actions is not required.

SIGNIFICANCE AFTER MITIGATION

Any of the six land use scenarios would generally reduce the potential for agricultural/urban compatibility conflicts. Certain areas of conflict would remain within the Planning Area, primarily in East Ventura where agricultural lands would continue to directly abut residential and other urban uses. However, the overall effect of any of the scenarios would be beneficial.

4.3 AIR QUALITY

This section analyzes the impacts of the 2005 General Plan upon local and regional air quality. Both temporary impacts relating to construction activity and long-term impacts associated with population growth and associated growth in vehicle traffic and energy consumption are discussed.

4.3.1 Setting

a. Local Climate and Meteorology. The semi-permanent high pressure system west of the Pacific coast strongly influences California's weather. It creates sunny skies throughout the summer and influences the pathway and occurrence of low pressure weather systems that bring rainfall to the area during October through April. As a result, wintertime temperatures in Ventura are generally mild, while summers are warm and dry. During the day, the predominant wind direction is from the west and southwest, and at night, wind direction is from the north and generally follows the Santa Clara River Valley.

Predominant wind patterns are occasionally broken during the winter by storms coming from the north and northwest and by episodic Santa Ana winds. Santa Ana winds are strong northerly to northeasterly winds that originate from high pressure areas centered over the desert of the Great Basin. These winds are usually warm, very dry, and often full of dust. They are particularly strong in the mountain passes and at the mouths of canyons.

Daytime summer temperatures in the area average in the high 70s to the low 90s. Nighttime low temperatures during the summer are typically in the high 50s to low 60s, while the winter high temperatures tend to be in the 60s. Winter low temperatures are in the 40s. Annual average rainfall in Ventura ranges from about 14 to 16 inches, the majority of which falls in winter months.

Two types of temperature inversions (warmer air on top of colder air) are created in the Ventura County area: subsidence and radiational (surface). The subsidence inversion is a regional effect created by the Pacific high in which air is heated as it is compressed when it flows from the high pressure area to the low pressure areas inland. This type of inversion generally forms at about 1,000 to 2,000 feet and can occur throughout the year, but is most evident during the summer months. Surface inversions are formed by the more rapid cooling of air near the ground at night, especially during winter. This type of inversion is typically lower and is generally accompanied by stable air. Both types of inversions limit the dispersal of air pollutants within the regional airshed. The primary air pollutant of concern during the subsidence inversions is ozone, while carbon monoxide and nitrogen oxides are of greatest concern during winter inversions.

b. 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) is the state equivalent in the California Environmental Protection Agency. Local control in 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 (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), suspended particulates, known as PM_{10} (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 4.3-1 lists the current Federal and State standards for regulated pollutants.

Table 4.3-1
Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standards	California Standard
Ozone	1-Hour	---	0.09 ppm
	8-Hour	0.08 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	0.05 ppm	---
	1-Hour	---	0.25 ppm
Sulfur Dioxide	Annual	0.03 ppm	---
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	---	0.25 ppm
PM_{10}	Annual	50 $\mu g/m^3$	20 $\mu g/m^3$
	24-Hour	150 $\mu g/m^3$	50 $\mu g/m^3$
$PM_{2.5}$	Annual	15 $\mu g/m^3$	12 $\mu g/m^3$
	24-Hour	65 $\mu g/m^3$	--
Lead	30-Day Average	---	1.5 $\mu g/m^3$
	3-Month Average	1.5 $\mu g/m^3$	---

ppm = parts per million
$\mu g/m^3$ = micrograms per cubic meter

Source: California Air Resources Board

The federal one-hour ozone standard was revoked in June 2005. Under this new rule, Ventura County has been listed as "moderate nonattainment" for the eight-hour ozone standard with a required attainment date of June 2010.

The USEPA is currently in the process of reviewing the particulate matter standards and issued a Draft Staff Paper in January 2005 for public review and comment regarding the policy implications of the latest scientific and technical information regarding particulate matter. In this report, USEPA staff recommends continuing the $PM_{2.5}$ annual standard while reducing the 24-hour standard to between 25-35 $\mu g/m^3$ or reducing both standards, the annual to 12 $\mu g/m^3$ (same as California standard) and the 24-hour standard to 35-40 $\mu g/m^3$. The PM_{10} standard is recommended to be revised to not include the 2.5 micron increment.

Ventura is located in the Ventura County portion of the South Central Coast Air Basin. The Ventura County Air Pollution Control District (APCD) 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 and a state non-attainment area for suspended particulates. In addition, though the Ventura County portion of the South Central Coast Air Basin is in attainment for the state and federal carbon monoxide standards, carbon monoxide can potentially be a problem at heavily congested intersections. Each of these pollutants is described below. The City is within the "Ventura growth area" designated by the VCAPCD; however, portions of West Ventura are immediately adjacent to the "Ojai Planning Area" and emissions generated in West Ventura can affect air quality within the Ojai Valley airshed.

Ozone. Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_x) and reactive organic gases (ROG). Nitrogen oxides are formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in serious concentrations between the months of May and October. Ozone is a pungent, colorless toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Suspended Particulates. PM_{10} is small particulate matter measuring no more than 10 microns in diameter. It is mostly composed of dust particles, nitrates, and sulfates. PM_{10} is a by-product of fuel combustion and wind erosion of soil and unpaved roads, and is directly emitted into the atmosphere through these processes. PM_{10} is also created in the atmosphere through chemical reactions. Particles less than 10 micrometers in diameter (PM_{10}) pose a health concern because they can be inhaled into and accumulate in the respiratory system. Particles less than 2.5 micrometers (=microns) in diameter ($PM_{2.5}$) are referred to as "fine" particles and are believed to pose the greatest health risks. Because of their small size (approximately 1/30th the average width of a human hair), fine particles can lodge deeply into the lungs. Fine particulate matter is composed primarily as a by-product of combustion, while matter between 2.5 and 10 microns is mostly dust from roads and grinding or crushing operations. Fine particulate matter poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.
An important fraction of the particulate matter emission inventory is that formed by diesel engine fuel combustion. Particulates in diesel emissions are very small and readily respirable. The particles have hundreds of chemicals adsorbed onto their surfaces, including many known

or suspected mutagens and carcinogens. The California Office of Environmental Health Hazard Assessment (OEHHA) reviewed and evaluated the potential for diesel exhaust to affect human health, and the associated scientific uncertainties (California EPA, ARB, April 1998). Based on the available scientific evidence, it was determined that a level of diesel PM exposure below which no carcinogenic effects are anticipated has not been identified. The Scientific Review Panel that approved the OEHHA report determined that based on studies to date that 3×10^{-4} $(\mu g/m^3)^{-1}$ is a reasonable estimate of the unit risk for diesel PM. This means that a person exposed to a diesel PM concentration of 1 $\mu g/m^3$ continuously over the course of a lifetime has a 3 per 10,000 chance (or 300 in one million chance) of contracting cancer due to this exposure. Based on an estimated year 2000 statewide average concentration of 1.26 $\mu g/m^3$ for indoor and outdoor ambient air, about 380 excess cancer cases per one million population could be expected if diesel PM concentrations remained the same (ARB, October 2000).

Compared to other air toxics the ARB has identified and controlled, diesel PM emissions are estimated to be responsible for about 70% of the total ambient air toxics risk. In addition to these general risks, diesel PM can also be responsible for elevated localized or near-source exposures ("hot spots"). Depending on the activity and nearness to receptors, these potential risks can range from small to 1,500 per million or more (ARB, October 2000). Risk characterization scenarios have been conducted by the ARB staff to determine the potential excess cancer risks involved due to the location of individuals near to various sources of diesel engine emissions, ranging from school buses to high volume freeways.

Diesel PM emissions are expected to decrease 30% from 2000 to 2020 due to currently adopted on-road standards and fleet turn-over as new vehicles with controls replace older vehicles with little or far less effective controls, but such reductions will not be sufficient to fully reduce the existing risk. ARB staff have prepared a Diesel Risk Reduction Plan (ARB, October 2000) that includes a comprehensive plan to significantly reduce diesel PM emissions. The ARB is in the process of developing specific regulations to implement the plan. The basic concept is to require all new diesel-fueled vehicles and engines to use state-of-the-art catalyzed diesel particulate filters (DPFs) and very low-sulfur diesel fuel. Also, where technically and economically feasible, the ARB staff recommends that existing vehicles and engines should be retro-fitted to further reduce particulate emissions. For example, the ARB in 2001 adopted new PM and NO_x emission standards to clean up large diesel engines that power big-rig trucks, trash trucks, delivery vans and other large vehicles. The new standard for PM takes effect in 2007 and reduces emissions to 0.01 gram of PM per brake horsepower-hour (g/bhp-hr.), a 90% reduction from the existing standard.

The USEPA is also working to reduce the emissions from diesel engines. The USEPA finalized a new rule in December 2000 for on-road vehicles requiring petroleum refiners to remove all but 15 ppm of sulfur from diesel fuel by mid-2006, and requiring engine makers to reduce particulate matter emissions by almost 90% and NO_x levels by up to 95% for new engines by the model year 2007.

Carbon Monoxide. Carbon monoxide, a colorless, odorless, poisonous gas, is a local pollutant that is found in high concentrations only very near the source. The major source of carbon monoxide is automobile engines. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the

amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

c. Current Ambient Air Quality. The Air Quality Monitoring Stations in El Rio and at Emma Wood State Beach are the nearest to the City of the seven VCAPCD monitoring stations. Air quality at the Ojai monitoring station can also be affected by air pollutants generated in the West Ventura area. The El Rio monitoring station measures ozone, CO, NO_2, and PM_{10}. The Emma Wood station measures ozone. The Ojai station measures ozone, PM_{10}, and NO_2. Table 4.3-2 lists air quality data for the El Rio monitoring station, Table 4.3-3 lists air quality data for the Emma Wood station, and Table 4.3-4 lists air quality data for the Ojai monitoring station.

Ozone concentrations at the El Rio monitoring station did not exceed federal or state standards during 2002-2004. Ozone concentrations at the Emma Wood station exceeded state standards on three days in 2003 and one day in 2004. Concentrations of PM_{10} at El Rio exceeded the state standard all three years (2002-2004), but the federal PM_{10} standard was not exceeded in either location. Ventura County is in attainment for the federal $PM_{2.5}$ standard. Neither carbon monoxide nor nitrogen dioxide at the El Rio station exceeded federal or state standards.

Ozone concentrations at the Ojai monitoring station exceeded the federal 1-hour standard once in 2002 and once in 2003, but did not exceed the federal standard in 2004. Ozone concentrations exceeded the state 1-hour standard on 15 days in 2002, 24 days in 2003, and 7 days in 2004. Eight-hour concentrations exceeded the federal standard on 12 days in 2002, 22 days in 2003, and 13 days in 2004. PM_{10} concentrations did not exceed the federal standard during the 2002-04 period, but the state standard was exceeded twice in 2003.

The major sources of ozone precursors in Ventura County are motor vehicles and other mobile equipment, solvent use, pesticide application, the petroleum industry, and electric utilities. The major sources of PM_{10} are road dust, construction, mobile sources, and farming operations. Locally, Santa Ana winds are responsible for entraining dust and occasionally causing elevated PM_{10} levels.

d. Air Quality Management Plan. The 1994 Air Quality Management Plan (AQMP) prepared by the Ventura County APCD includes a number of air pollution control measures to reduce emissions and bring the region into compliance with the federal ozone standard. The AQMP was revised in 1995, 1997, and 2004 and predicted attainment of the federal one hour ozone standard by 2005. Based on the last three years of monitoring, Ventura County has effectively attained the federal one hour ozone standard. Further emission reductions are needed to attain the eight hour standard. To that end, the APCD is currently developing a new AQMP, which will be completed in 2007. The 2007 AQMP will contain strategies for attainment of the new eight-hour federal ozone standard by 2010. It will also incorporate updated projections of population, dwelling units, and motor vehicle emissions.

Ventura County must also comply with the California Clean Air Act (effective January 1, 1989), which requires attainment of the California Ambient Air Quality Standards by the earliest practicable date. The state ozone standard is more stringent than the federal standard and is more difficult to achieve. The latest Triennial Plan Assessment and Update (VCAPCD, February 2004) does not predict an attainment date for the state ozone standard, but provides documentation that the County has met exposure reductions mandated under the state Health

Table 4.3-2
Ambient Air Quality Data for the El Rio Monitoring Station

Pollutant	Air Pollution Data		
	2002	2003	2004
Ozone, ppm - maximum hourly concentration (ppm)	0.086	0.081	0.090
Number of days of state exceedances (>0.09 ppm)	0	0	0
Number of days of federal exceedances (>0.12 ppm)	0	0	0
Ozone, ppm - maximum 8-hour concentration (ppm)	0.067	0.071	0.080
Number of days of federal exceedances (>0.08 ppm)	0	0	0
Carbon Monoxide, ppm - Worst 8 Hours	1.23	3.50	1.52
Number of days of state 1-hour exceedances (>20.0 ppm)	0	0	0
Number of days of state 8-hour exceedances (>9.0 ppm)	0	0	0
Nitrogen Dioxide, ppm - Worst Hour	0.048	0.057	0.063
Number of days of state exceedances (>0.25 ppm)	0	0	0
Particulate Matter <10 microns, maximum concentration in $\mu g/m^3$ (State/Fed)	100.4/ 97.4	127.2/ 123.8	59.3/ 59.6
Number of samples of state exceedances (>50 $\mu g/m^3$)	2	5	1
Number of samples of federal exceedances (>150 $\mu g/m^3$)	0	0	0
Annual Geometric Mean (state standard = 30$\mu g/m^3$)	28.6	NR	NR
Annual Arithmetic Mean (federal standard = 50$\mu g/m^3$)	27.8	30.7	NR
Particulate Matter <2.5 microns, maximum 24-hour average concentration in $\mu g/m^3$	29.4	81.7	28.2
Number of samples of federal 24-hour average exceedances (>65 $\mu g/m^3$)	0	1	0
98% concentration, $\mu g/m^3$	27.9	28.7	NR
Annual Average (federal standard = 15 $\mu g/m^3$)	13.0	11.8	NR
3-year average of annual average	NR	NR	NR

NR = Not Reported
Source: ARB, Air Quality Data Statistics; available at http://www.arb.ca.gov/aqd/aqdpage.htm.

Table 4.3-3
Ambient Air Quality Data for the Emma Wood Monitoring Station

Pollutant	Air Pollution Data		
	2002	2003	2004
Ozone, ppm - maximum hourly concentration (ppm)	0.078	0.094	0.093
Number of days of state exceedances (>0.09 ppm)	0	3	1
Number of days of federal exceedances (>0.12 ppm)	0	0	0
Ozone, ppm - maximum 8-hour concentration (ppm)	0.069	0.078	0.082
Number of days of federal exceedances (>0.08 ppm)	0	0	1

Source: ARB, Air Quality Data Statistics; available at http://www.arb.ca.gov/aqd/aqdpage.htm.

Table 4.3-4
Ambient Air Quality Data for the Ojai Monitoring Station

Pollutant	Air Pollution Data		
	2002	2003	2004
Ozone, ppm - maximum hourly concentration (ppm)	0.132	0.130	0.113
Number of days of state exceedances (>0.09 ppm)	15	24	7
Number of days of federal exceedances (>0.12 ppm)	1	1	0
Ozone, ppm - maximum 8-hour concentration (ppm)	0.109	0.114	0.097
Number of days of federal exceedances (>0.08 ppm)	12	22	13
Nitrogen Dioxide, ppm - Worst Hour	0.033	0.038	0.041
Number of days of state exceedances (>0.25 ppm)	0	0	0
Particulate Matter <10 microns, maximum concentration in $\mu g/m^3$ (State/Fed)	41.9/ 41.7	56.5/ 57.5	43.8/ 43.2
Number of samples of state exceedances (>50 $\mu g/m^3$)	0	2	0
Number of samples of federal exceedances (>150 $\mu g/m^3$)	0	0	0

Source: ARB, Air Quality Data Statistics; available at http://www.arb.ca.gov/aqd/aqdpage.htm.

and Safety Code Section 40920. Health and Safety Code Section 40914(b)(2) requires a demonstration that the plan to attain the ozone standard is to provide for expeditious

implementation of "every feasible measure" to reduce ozone precursor emissions. Per the Triennial Plan Assessment and Update, VCAPCD staff examined 26 emission source categories with the "Most Stringent All Feasible Measures List" prepared by the California Air Pollution Control Officers Association Rules Subcommittee and determined that "all feasible measures" have been implemented for 13 of the source categories. The District has scheduled rule making from 2004-2006 for the other 13 emission source categories.

e. Sensitive Receptors. Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The majority of sensitive receptor locations are therefore schools and hospitals. School locations are identified in Section 4.11, *Public Services.*

4.3.2 Impact Analysis

a. Methodology and Significance Thresholds. The analysis of the proposed 2005 General Plan's air quality impacts follows the guidance and methodologies recommended in the Ventura County air Quality Assessment Guidelines (October 2003).

The VCAPCD recommends 25 pounds per day thresholds for ROC and NO_x emissions that apply to individual development projects within the Ventura growth area. For the Ojai Planning Area (which is adjacent to portions of the West Ventura area), the VCAPCD recommends thresholds of 5 pounds per day ROC and NO_x emissions. However, these thresholds do not apply to general plans, which could accommodate numerous individual projects. Significance thresholds for citywide planning programs, such as the 2005 General Plan, are based on whether the planning program exceeds regional growth forecasts thus delaying the attainment of regional air quality objectives. For the purposes of this analysis, long-term impacts to regional air quality are determined to be significant if growth accommodated under the 20005 General Plan would be inconsistent with adopted Air Quality Management Plan (AQMP) growth forecasts through 2025. The population projections in the AQMP are adopted from the Southern California Association of Governments (SCAG).

Projects and programs requiring an analysis of consistency with the AQMP include general plan updates and amendments, specific plans, area plans, large residential developments and large commercial/industrial developments. The consistency analysis evaluates the following questions:

- *Are the population projections used in the plan or project equal to or less than those used in the most recent AQMP for the same area?*

- *Is the rate of increase in vehicle trips and miles traveled less than or equal to the rate of population growth for the same area?*

- *Have all applicable land use and transportation control measures from the AQMP been included in the plan or project to the maximum extent feasible?*

If the answer to all of the above questions is yes, then the proposed project or plan is considered consistent with the AQMP. If the answer to any one of the questions is no, then General Plan buildout could potentially delay or preclude attainment of the state ozone standard. This would be considered inconsistent with the AQMP.

Long-term impacts are also considered potentially significant if the growth in traffic accommodated under the 2005 General Plan would have the potential to create CO "hot spots" where CO concentrations exceed state or federal standards. Such hot spots typically occur at severely congested intersections where a level of service (LOS) E or F is projected.

The VCAPCD has not adopted significance thresholds for construction-related emissions because of their temporary nature. In any event, construction-related emissions are not relevant at the General Plan level because such emissions are dependent on the characteristics of individual development projects. Nevertheless, because the region does not meet the federal or State standards for ozone or the State standard for PM_{10}, the City requires implementation of standard emission and dust control techniques for all construction.

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of impacts for each of the six 2005 General Plan land use scenarios. A discussion of the impacts for each scenario follows.

Impact AQ-1	**Anticipated growth under any of the six land use scenarios exceeds Ventura County Air Quality Management Plan population forecasts. This is largely because AQMP forecasts are outdated and the 2005 General Plan is not expected to hinder attainment of state or federal air quality standards. Nevertheless, the exceedance of population projections used for regional air quality planning represents a potential inconsistency with the AQMP. This is considered a Class I, *unavoidably significant*, impact of any of the six scenarios.**

Impacts relating to consistency with the Ventura County AQMP are generally the same for the six land use scenarios. Therefore, the scenarios are not discussed individually.

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. The population forecasts upon which the Ventura County AQMP is based are used to estimate future emissions and devise appropriate strategies to attain state and federal air quality standards. When population growth exceeds the forecasts upon which the AQMP is based, emission inventories could be surpassed, which could affect attainment of standards.

The Ventura County AQMP relies on the most recent population estimates developed by the Metropolitan Planning Organization (MPO). The Southern California Association of Governments (SCAG) acts as the MPO for Ventura County. According to SCAG's 2004 Regional Transportation Plan (RTP) population forecasts, the projected 2025 population for the City of Ventura is 123,645. This represents an average annual growth rate of 0.78%.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
AQMP Consistency (Impact AQ-1)	Projected 2025 population of 126,153 exceeds AQMP projection by 2,508 persons. Though population growth is not expected to hinder progress toward state and federal standards, exceedance of the population projection is an unavoidably significant impact.	Projected 2025 population of 133,160 exceeds AQMP projection by 9,515 persons. Though population growth is not expected to hinder progress toward state and federal standards, exceedance of the population projection is an unavoidably significant impact.	Impacts similar to Scenario 2 and unavoidably significant.	Impacts similar to Scenario 2 and unavoidably significant.	Impacts similar to Scenario 2 and unavoidably significant.	Impacts similar to Scenario 2 and unavoidably significant.
Individual Future Developments (Impact AQ-2)	Most intensification/ reuse development would not exceed VCAPCD thresholds; developments on large agricultural parcels in Saticoy, Arundell, North Bank, and North Avenue areas may exceed thresholds, but implementation of current requirements and proposed policies reduces impacts to Class III, less than significant.	Intensification/ reuse impacts similar to Scenario 1. Development of Olivas and Serra expansion areas would exceed VCAPCD thresholds and North Avenue expansion area development could. Implementation of current requirements and proposed policies reduces impacts to Class III, less than significant.	Intensification/ reuse impacts similar to Scenario 1. Development of Olivas expansion area would exceed VCAPCD thresholds and North Avenue expansion area development could. Implementation of current requirements and proposed policies reduces impacts to Class III, less than significant.	Intensification/ reuse impacts similar to Scenario 1. Development of Serra expansion area would exceed VCAPCD thresholds and North Avenue expansion area development could. Implementation of current requirements and proposed policies reduces impacts to Class III, less than significant.	Intensification/ reuse impacts similar to Scenario 1. Development of Western Cañada Larga and North Avenue expansion area development would exceed VCACPD thresholds. Implementation of current requirements and proposed policies reduces impacts to Class III, less than significant.	Intensification/ reuse impacts similar to Scenario 1. Development of Poinsettia expansion area would exceed VCAPCD thresholds and North Avenue expansion area development could. Implementation of current requirements and proposed policies reduces impacts to Class III, less than significant.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Construction (Impact AQ-3)	An estimated 8,300 residences and 4.9 million square feet of non-residential development could be developed under this scenario through 2025. Impacts reduced to Class III, less than significant, through implementation of proposed policies, including VCAPCD-recommended emission and dust control techniques.	An estimated 11,000 residences and 6.3 million square feet of non-residential development could be developed under this scenario through 2025. Impacts reduced to Class III, less than significant, through implementation of proposed policies, including VCAPCD-recommended emission and dust control techniques.	Overall impacts similar to Scenario 2, but more construction would occur in the North Avenue and Olivas areas and no construction would occur in the Serra area. Impacts reduced to Class III, less than significant, through implementation of proposed policies, including VCAPCD-recommended emission and dust control techniques.	Overall impacts similar to Scenario 2, but more construction would occur in the North Avenue and Serra areas and no construction would occur in the Olivas area. Impacts reduced to Class III, less than significant, through implementation of proposed policies, including VCAPCD-recommended emission and dust control techniques.	Overall impacts similar to Scenario 2, but more construction activity would be focused in the North Ventura Avenue area. Impacts reduced to Class III, less than significant, through implementation of proposed policies, including VCAPCD-recommended emission and dust control techniques.	Overall impacts similar to Scenario 2, but construction would occur in the North Avenue and Poinsettia expansion areas. Impacts reduced to Class III, less than significant through implementation of proposed policies, including VCAPCD-recommended emission and dust control techniques.
Carbon Monoxide (Impact AQ-4)	Increased traffic levels would potentially increase CO concentrations; however, reductions in CO emission rates would more than offset effects of increased traffic congestion. Impacts are Class III, less than significant.	Increased growth as compared to Scenario 1 would incrementally increase traffic congestion and CO emissions. Nevertheless, impacts are similar to Scenario 1 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.

Table 4.3-5 compares the 2025 population projections for the 2005 General Plan land use scenarios to the forecasts upon which the AQMP is based. As indicated, the projections for Scenarios 1-6 all exceed the AQMP forecasts. The projected 2025 population of 126,153 for Scenario 1 is 2% over the AQMP forecast, while the projected population of 133,160 for Scenarios 2-6 is about 8% over the AQMP forecast.

Table 4.3-5
Comparison of 2025 Population Projections

	Scenario 1	Scenarios 2-6
2005 General Plan 2025 Population Projection	126,153	133,160
Ventura AQMP 2025 Population Projection	123,645	
Persons Over AQMP Projection	2,508	9,515

Based on the projected average annual growth estimate for growth Scenario 1 (0.88%), the 2025 population projection for the City is 126,153. This is 2,508 persons, or about 2%, greater than the AQMP population projection. The 1.14% average annual growth rate assumed for Scenarios 2-6 would result in a 2025 population estimated at 133,160. This exceeds the AQMP projection by 9,515 persons, or about 8%. Thus, any of the six scenarios could be considered inconsistent with the AQMP.

Although population growth associated with Scenarios 1-6 is projected to exceed forecasts upon which the AQMP is based, the 2005 General Plan includes goals, policies, and actions that would at least partially alleviate increases in traffic and energy consumption, and associated increases in air pollutant emissions. Development under Scenarios 1-6 would be subject to Policy 3C and Actions 3.14 and 3.16 of the 2005 General Plan, which promote intensification and reuse of existing lands within the existing City limits and SOI prior to expansion. In addition, Policy 4B directs the City to "[h]elp reduce dependence on the automobile," while Policy 4C directs the City to "[i]ncrease transit efficiency and options." Several 2005 General Plan actions support these policies. Among the actions are the development of trip reduction and transportation demand management incentives and programs (Actions 4.14, 4.19, 4.20, and 4.29), improvements to sidewalks (Actions 4.24 and 4.25), and citywide improvements to transit and alternative transportation mode facilities (Actions 4.16 and 4.28).

Recent research indicates that infill development reduces vehicle miles traveled (VMT) and associated air pollutant emissions as compared to development on sites at the periphery of metropolitan areas, also known as "greenfield" sites. For example, a 1999 simulation study conducted for the U.S. Environmental Protection Agency comparing infill development to greenfield development found that infill development results in substantially fewer VMT per capita and generates fewer emissions of most air pollutants and greenhouse gases (see Table 4.3-6). Similarly, a 1991 study presented to the California Energy Resources Conservation and Development Commission (Holtzclaw, 1991) found that a doubling of residential densities (as could occur with infill development under Scenarios 1-6) is associated with a 20-30% reduction in per capita VMT.

Table 4.3-6
Comparison of VMT and Emissions: Infill versus Greenfield Development

Case Study	Per Capita Daily VMT, Infill as a Percentage of Greenfield	Emissions, Infill as a Percentage of Greenfield
San Diego, CA	52%	CO 88% NO_x 58% SO_x 51% PM 58% CO_2 55%
Montgomery County, MD	42%	CO 52% NO_x 69% SO_x 110% PM 50% CO_2 54%
West Palm Beach, FL	39%	CO 75% NO_x 72% SO_x 94% PM 47% CO_2 50%

Source: Allen, E., Anderson, G., and Schroeer, W., "The Impacts of Infill vs. Greenfield Development: A Comparative Case Study Analysis," U.S. Environmental Protection Agency, Office of Policy, EPA Publication #231-R-99-005, September 2, 1999.

Implementation of any of the land use scenarios under consideration for the 2005 General Plan would be expected to substantially increase overall residential densities in the community by emphasizing intensification and reuse of lands in already urbanized areas of the community. Table 4.3-7 compares the current number of persons per acre in Ventura to the projected number of persons per acre in 2025 under each of the six land use scenarios.

Table 4.3-7
Estimated Persons per Acre – 2004 and 2025

Scenario	Estimated SOI Acres[a]	Estimated Population	Estimated Persons/Acre
Current (2004)	16,069	104,952	6.53
Scenario 1 (2025)	16,080	126,153	7.85
Scenario 2 (2025)	17,104	133,160	7.79
Scenario 3 (2025)	16,944	133,160	7.86
Scenario 4 (2025)	16,229	133,160	8.21
Scenario 5 (2025)	16,190	133,160	8.22
Scenario 6 (2025)	16,080	133,160	8.28

[a] *Current (2004) SOI acres exclude the hillsides (i.e., same area as under Scenario 1). SOI acres for the 2005 General Plan scenarios add areas outside the current SOI that are proposed for inclusion in the scenario: (1) 11 acres for Scenarios 1 and 6; (2) 1,035 additional acres for Scenario 2; (3) 875 additional acres for Scenario 3; (4) 160 additional acres for Scenario 4; and (5) 110 acres for Scenario 5. Ventura County LAFCO approval of SOI*

adjustments would be needed to accommodate development in areas outside the current SOI.

By increasing the overall population density of the community and encouraging mixed land uses, implementation of the 2005 General Plan would be expected to generally reduce per capita automobile trips and travel distances as compared to existing conditions or continued lower density development at the periphery of the Planning Area. This would generally reduce per capita air pollutant emissions associated with vehicle use. Based on the data in Table 4.3-7, the overall increase in persons/acre within the anticipated future SOI could range from about 19% (for Scenario 2) to 27% (for Scenario 6). Assuming that a doubling of residential density would achieve at least a 20% reduction in per capita VMT (as discussed above), a 19-27% increase in residential density could be expected to reduce citywide per capita VMT by about 4-5%. Thus, the rate of increase in vehicle trips and VMT is expected to be less than the population increase. Such a reduction would at least partially offset the exceedance of the 2025 population forecast upon which the AQMP is based. In addition, as discussed in Section 4.15, *Population and Housing*, any of the land use scenarios would be expected to provide for a balance of jobs and housing in the community, which would be expected to generally limit the need for area residents to travel long distances to jobs.

The Ventura County AQMP provides recommendations for reducing emissions from transportation-related sources by reducing vehicle use or improving traffic flow. These techniques are referred to as Transportation Control Measures (TCMs). Table 4.3-8 compares proposed 2005 General Plan policies and strategies to the AQMP TCMs. As indicated, the 2005 General Plan includes numerous policies that fulfill the intent of the VCAPCD transportation control measures. Thus, no inconsistency with these measures is anticipated for any scenario.

Table 4.3-8
2005 General Plan Consistency with VCAPCD Transportation Control Measures

Transportation Control Measure	2005 General Plan Policies
TCM A – Ridesharing Strategies	Action 4.14 - Provide development incentives to encourage projects that reduce vehicle trips. Action 4.19 – Adopt new development code provisions that establish vehicle trip reduction requirements for all development. Action 4.20 - Develop a transportation demand management program to shift travel behavior toward alternative modes and services.
TCM B – Nonmotorized Strategies	Action 4.12 - Refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates. Action 4.13 – Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles. Action 4.16 - Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes. Action 4.17 - Prepare and periodically update a Mobility Plan that integrates a variety of travel alternatives to minimize reliance on any single mode. Action 4.18 - Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment. Action 4.21 - Require new development to provide

Table 4.3-8
2005 General Plan Consistency with VCAPCD Transportation Control Measures

Transportation Control Measure	2005 General Plan Policies
	pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses. Action 4.22 - Update the General Bikeway Plan as needed to encourage bicycle use as a viable transportation alternative to the automobile and include the bikeway plan as part of a new Mobility Plan. Action 4.24 - Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons. Action 4.25 – Adopt new development code provisions that require the construction of sidewalks, where appropriate.
TCM C – Traffic Flow Improvement Strategy	Action 4.7 - Update the traffic mitigation fee program to fund necessary citywide circulation system and mobility improvements needed in conjunction with new development. Action 4.10 - Modify traffic signal timing to ensure safety and minimize delay for all users. Action 4.27 - Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods.
TCM D – Land Use Strategy	Action 3.8 – Adopt new development code provisions that designate neighborhood centers for a mixture of residences and small-scale, local-serving businesses. Action 3.9 - Adopt new development code provisions that designate commerce districts and corridors for mixed-use development that combines businesses with housing. Action 3.10 - Allow intensification of commercial areas through conversion of surface parking to building area under a districtwide parking management strategy in the Downtown Specific Plan. Action 3.11 - Expand the downtown redevelopment area to include parcels around future transit areas and along freeway frontage. Action 4.12 – Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.
TCM E – Transit Strategies	Action 4.28 - Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership. Action 4.29 - Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike. Action 4.30 - Work with public transit agencies to provide information to riders at transit stops, libraries, lodging, and event facilities. Action 4.31 - Work with public and private transit providers to enhance public transit service. Action 4.32 - Coordinate with public transit systems for the provision of additional routes as demand and funding allow.

Table 4.3-8
2005 General Plan Consistency with VCAPCD Transportation Control Measures

Transportation Control Measure	2005 General Plan Policies
	Action 4.33 - Work with Amtrak, Metrolink, and Union Pacific to maximize efficiency of passenger and freight rail service to the City and to integrate and coordinate passenger rail service with other transportation modes. Action 4.34 - Lobby for additional transportation funding and changes to Federal, State, and regional transportation policy that support local decision-making.

In summary, the rate of increase in vehicle trips is expected to be less than the population growth rate for any of the 2005 General Plan land use scenarios. In addition, policies, actions, and land use strategies contained in the 2005 General Plan would incorporate AQMP transportation control measures to the extent feasible. Nevertheless, because the projected population growth under any of the six scenarios exceeds AQMP forecasts for the City, impacts associated with any of the scenarios are considered significant.

MITIGATION MEASURES

As discussed above, the 2005 General Plan includes various policies and actions that encourage mixed use and infill development. Implementation of these policies/actions would reduce air pollutant emissions to the maximum degree feasible given the amount of growth anticipated under the 2005 General Plan. However, outside of restricting population growth to be within SCAG and VCAPCD forecasts, the potential inconsistency with the AQMP cannot be avoided. Section 6.0, *Alternatives*, includes evaluation of an alternative with a 0.78% average annual growth rate. Under that alternative, the 2025 population would be within SCAG and VCAPCD forecasts.

SIGNIFICANCE AFTER MITIGATION

Outside of restricting population growth to be within SCAG and VCAPCD forecasts, the potential inconsistency with the AQMP is considered an unavoidably significant impact. It should again be noted, however, that the exceedance of AQMP population forecasts is largely a result of the current forecasts not reflecting current City planning policy. As discussed above, the emphasis on reuse of already developed lands and mixed use, pedestrian-oriented development is expected to reduce regional air pollutant emissions as compared to continued low density, automobile oriented development at the City's periphery.

Impact AQ-2	**Individual projects accommodated under the proposed 2005 General Plan would generate air pollutant emissions. The significance of air quality impacts associated with individual projects would depend upon the characteristics of the projects and the availability of feasible mitigation measures. However, implementation of existing programs, in combination with proposed 2005 General Plan policies and actions, would reduce impacts associated with individual**

development projects to a Class III, *less than significant*, level for all six scenarios.

Long-term emissions associated with growth accommodated under any of the 2005 General Plan scenarios are those associated with vehicle trips and stationary sources (electricity and natural gas). As noted under Impact AQ-1, growth that would be accommodated under any of the 2005 General Plan scenarios would be greater than anticipated under regional growth forecasts. It is also likely that some individual intensification/reuse projects would exceed project-specific thresholds established by the VCAPCD. Table 4.3-9 shows the size of projects that would be expected to exceed VCAPCD thresholds in 2005, 2010, 2015, 2020, and 2025. As indicated, it is anticipated that the size of projects that will exceed VCACPD thresholds will increase over time. This is because it is anticipated that emissions from individual vehicles and buildings will continue to decline as new technologies are introduced.

Table 4.3-9
Project Size That Will Exceed VCAPCD Significance Thresholds for Ozone Precursors (ROC and NO_x)

Year	Residential Projects (units)			Non-Residential Projects (square feet)			
	Single Family Housing	Apartments	Condos/ Townhouses	Strip Mall (retail)	Home Improvement (retail)	Office Park	Industrial Park
2005	117	160	203	60,600	70,900	120,500	199,500
2010	173	236	255	88,000	99,900	191,700	366,500
2015	247	294	310	141,600	156,800	328,500	704,000
2020	284	331	345	202,000	220,500	475,000	1,099,000
2025	322	367	378	288,200	311,400	677,000	1,705,000

Source: Ventura County Air Pollution Control District, Ventura County Air Quality Assessment Guidelines, Appendix F, October 2003.

The overall cumulative impact would be greater under Scenarios 2-6 than under Scenario 1 because those scenarios would accommodate more overall new development (approximately 11,000 new residential units and about 33,000 new residents under Scenarios 2-6 as compared to 8,300 new units and about 26,000 new residents under Scenario 1). The 33% greater population increase anticipated for Scenarios 2-6 as compared to Scenario 1 would increase overall emissions of air pollutants commensurately, with greater overall impacts to regional air quality. However, it is important to note that these estimates of population growth are projections used for analytical purposes. The actual increase in population could be higher or lower for any of the scenarios. Moreover, it is not possible to predict how higher or lower population growth in Ventura may affect overall growth in neighboring communities (e.g., whether absorbing more growth in Ventura may result in lower growth in Oxnard or vice versa).

Individual future development projects under any of the 2005 General Plan land use scenarios would be required to include mitigation measures to address potential impacts. Specifically, the City's Air Quality Ordinance (Ordinance 93-37) requires developers of projects that generate emissions exceeding 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 fee is based on a formula developed by the VCAPCD and included in the District's Air Quality Assessment Guidelines (October 2003). Funds are used to implement such programs as enhanced public transit service, vanpool programs/subsidies, rideshare assistance programs, clean fuel programs, improved pedestrian and bicycle facilities, and park-and-ride facilities. Continued collection of fees on all projects that generate emissions over VCAPCD thresholds would reduce the impacts of individual developments to a less than significant level.

The potential for individual projects to generate emissions exceeding VCAPCD thresholds under each scenario is discussed below.

Scenario 1 – Intensification/Reuse Only

Many of the individual developments that would be anticipated under this scenario would likely be smaller than the project sizes listed in Table 4.3-9 and therefore would not trigger VCAPCD significance thresholds. Exceptions to this may include the development of larger parcels in the Saticoy area (which are designated for residential development), the McGrath property and other large vacant parcels in the Arundell and North Bank districts, and large industrial parcels in the North Avenue and Upper North Avenue districts. Whether or not individual projects would generate emissions exceeding VCAPCD thresholds would depend upon the size of the project and when it is proposed.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Impacts associated with intensification/reuse would be the same as described under Scenario 1. Among the three expansion areas included in this scenario (North Avenue, Olivas, and Serra), future development of the Olivas and Serra areas would be expected to involve development exceeding the project sizes listed in Table 4.3-9, regardless of when development occurs. As such, it is anticipated that development of these areas would generate emissions exceeding VCAPCD thresholds and trigger the need for contribution to a TDM fund as required by Ordinance 93-37. Future development of the North Avenue area may or may not exceed the project sizes listed in Table 4.3-9. For this scenario, it has been assumed that 176 residences and roughly 18,000 square feet of non-residential development would be accommodated in the North Avenue area. If such development were to occur prior to 2015, projected emissions would likely exceed VCAPCD thresholds; however, after 2015, the level of development assumed for the North Avenue expansion area would not be expected to exceed thresholds due to the projected reductions in emission rates from vehicles and buildings.

The Ojai Planning Area ROC and NO_x thresholds of five pounds per day do not apply to projects in Ventura and the actual impact of development in the West Ventura area upon air quality in the Ojai Valley cannot be predicted. However, it should be noted that development in the West Ventura area, including the North Avenue expansion area, would generate emissions that could potentially be transported to the Ojai air basin.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Impacts associated with intensification/reuse would be the same as described under Scenario 1. Future buildout of the Olivas expansion area would be expected to involve development

exceeding the project sizes listed in Table 4.3-9, regardless of when development occurs. Consequently, it is anticipated that development of this expansion area would generate emissions exceeding VCAPCD thresholds and trigger the need for contribution to a TDM fund as required by Ordinance 93-37. Future development of the North Avenue area may or may not exceed the project sizes listed in Table 4.3-9. For this scenario, it has been assumed that 322 residences and roughly 90,000 square feet of non-residential development would be accommodated in the North Avenue area. Whether or not such development would generate emissions exceeding VCAPCD thresholds would depend upon the mix of housing types and when development occurs.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Impacts associated with intensification/reuse would be the same as described under Scenario 1. Future buildout of the Serra expansion area would be expected to involve development exceeding the project sizes listed in Table 4.3-9, regardless of when development occurs. Consequently, it is anticipated that development of this expansion area would generate emissions exceeding VCAPCD thresholds and trigger the need for contribution to a TDM fund as required by Ordinance 93-37. Future development of the North Avenue area may or may not exceed the project sizes listed in Table 4.3-7. Similar to Scenario 3, it is assumed that 322 residences and roughly 90,000 square feet of non-residential development would be accommodated in the North Avenue area under this scenario. Whether or not such development would generate emissions exceeding VCAPCD thresholds would depend upon the mix of housing types and when development occurs.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Impacts associated with intensification/reuse would be the same as described under Scenario 1. The North Avenue expansion area would be developed more intensely under this scenario than under Scenarios 2-4 and 6. The two expansion areas included in this scenario could both accommodate development exceeding the project sizes listed in Table 4.3-9. As such, it is anticipated that development of these areas could generate emissions exceeding VCAPCD thresholds and trigger the need for contribution to a TDM fund as required by Ordinance 93-37.

As noted under Scenario 2, the Ojai Planning Area ROC and NO_x thresholds of five pounds per day do not apply to projects in Ventura and the actual impact of development in the West Ventura area upon air quality in the Ojai Valley cannot be predicted. However, it should be noted that development in the West Ventura area, including the North Avenue and Western Cañada Larga expansion areas, would generate emissions that could potentially be transported to the Ojai air basin. As compared to the other land use scenarios, Scenario 5 would accommodate substantially more development, including an estimated 2,700 expansion area residences, within the North Ventura Avenue area, with greater potential to adversely affect air quality in the Ojai Valley.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Impacts associated with intensification/reuse would be the same as described under Scenario 1. Future buildout of the Poinsettia expansion area would be expected to involve development exceeding the project sizes listed in Table 4.3-9, regardless of when development occurs.

Consequently, it is anticipated that development of this expansion area would generate emissions exceeding VCAPCD thresholds and trigger the need for contribution to a TDM fund as required by Ordinance 93-37. Future development of the North Avenue area may or may not exceed the project sizes listed in Table 4.3-9. Similar to Scenario 3, it is assumed that 322 residences and roughly 90,000 square feet of non-residential development would be accommodated in the North Avenue area under this scenario. Whether or not such development would generate emissions exceeding VCAPCD thresholds would depend upon the mix of housing types and when development occurs.

MITIGATION MEASURES

Impacts associated with individual future developments could be reduced to a less than significant level through implementation of existing programs and proposed 2005 General Plan policies, actions, and land use strategies. Nevertheless, the following actions are recommended for inclusion in the 2005 General Plan.

AQ-2 **Additional Air Quality Actions.** The following actions should be added to the 2005 General Plan to address air quality impacts of future development on a case-by-case basis:

- Require air quality analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval.
- In accordance with Ordinance 93-37, continue to require payment of fees to fund regional transportation demand management (TDM) programs for all projects generating emissions in excess of Ventura County APCD thresholds.

The following action should be added if a land use scenario that includes expansion areas is adopted in order to ensure that individual development projects within expansion areas contribute toward the City's TDM fund:

- Require the development of specific plans for expansion areas for which overall air pollutant emissions shall be estimated to establish a TDM fund as required under Ordinance 93-37. Require individual developers within expansion areas to contribute pro rata fees to the TDM fund.

SIGNIFICANCE AFTER MITIGATION

Impacts associated with individual development projects could be reduced to a less than significant level through implementation of mitigation measures on a case-by-case basis under any of the land use scenarios. The above recommended actions would help ensure that

appropriate analysis and mitigation measures are incorporated into future development projects.

Impact AQ-3	**Construction of individual projects accommodated under the 2005 General Plan would result in temporary emissions of air pollutant emissions. The Ventura County APCD has not adopted significance thresholds for construction impacts because of their temporary nature; therefore, impacts would be Class III, *less than significant*, for all six scenarios. Nevertheless, implementation of standard emission and dust control techniques will be required on all future development regardless of the land use scenario selected.**

Construction activity that would by accommodated over the next 20 years under any of the 2005 General Plan land use scenarios would cause temporary emissions of various air pollutants. Ozone precursors NO_x and CO would be emitted by the operation of construction equipment, while fugitive dust (PM_{10}) would be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity.

Impacts associated with individual construction projects are not generally considered significant because of their temporary nature. Nevertheless, given the amount of development that the 2005 General Plan would accommodate over the next 20 years, it is reasonable to conclude that some major construction activity could be occurring at any given time over the life of the 2005 General Plan. Impacts could also be complicated by the fact that multiple construction projects could occur simultaneously in any portion of the City.

Impacts from construction are directly associated with the amount of land disturbance and development that will take place. As shown in Tables 2-5 and 2-6 in Section 2.0, *Project Description*, Scenario 1 would accommodate an estimated 8,300 new residential units and 4.9 million square feet of non-residential development through 2025. Scenarios 2-6 would accommodate an estimated 11,000 new residential units and 6.3 million square feet of non-residential development over the same time period.

Maximum daily emissions associated with individual construction projects would be similar under any of the scenarios. However, because the overall amount of development is expected to be greater under Scenarios 2-6, overall construction-related emissions over the 20-year period through 2025 would be greater than under Scenario 1. Scenarios 2-6 would all accommodate the development of agricultural lands in the expansion areas. Grading of these areas would be expected to generate temporary emissions of fugitive dust. The area of potential disturbance would be greatest under Scenario 2 (Intensification/Reuse + North Avenue + Olivas + Serra) since that scenario would make the largest amount of land available for future development. On the other hand, development accommodated under Scenarios 5 (Intensification/Reuse + North Avenue + Western Cañada Larga) and 6 (Intensification/Reuse + North Avenue + Poinsettia) may involve the greatest potential for large amounts of import or export of material since development of the Western Cañada Larga and Poinsettia areas would involve areas with relatively steep terrain as compared to the other expansion areas.

Any of the scenarios could accommodate the demolition of existing older structures that were constructed with asbestos containing materials (ACMs). Demolition activity that disturbs friable asbestos could potentially create health hazards for receptors in the vicinity of individual demolition sites. However, all demolition activity involving ACMs is required to be conducted in accordance with VCAPCD Rule 62.7, which requires VCAPCD notification and use of licensed asbestos contractors to remove all ACMs prior to demolition. Compliance with Rule 62.7 on all future construction activity would reduce impacts to a less than significant level.

The impact of construction-related emissions upon sensitive receptors such as residences, schools, and hospitals depends upon the location of individual construction projects relative to sensitive receptors. It is not possible to predict where all future development might occur, but virtually any new development within the Planning Area is likely to be adjacent to or near one or more sensitive receptors. All of the expansion areas other than the Western Cañada Larga area are near or adjacent to existing residences. The Serra and Poinsettia areas, in particular, are completely surrounded by residential development. The Poinsettia area is also immediately east of Balboa Middle School and Mound Elementary School.

As mentioned above, the VCAPCD has not adopted significance thresholds for construction-related emissions since such emissions are temporary. Nevertheless, the Ventura County Air Quality Assessment Guidelines (October 2003) recommend various techniques to reduce construction-related emissions associated with individual developments. These include techniques to limit emissions of both ozone precursors (NO_X and ROC) and fugitive dust (PM_{10}) and are identified below:

- *Minimize equipment idling time.*
- *Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.*
- *Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.*
- *Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.*
- *The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.*
- *Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.*
- *Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:*
  a) *All trucks shall be required to cover their loads as required by California Vehicle Code §23114.*
  b) *All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.*

- *Graded and/or excavated inactive areas of the construction site shall be monitored by the City Building Inspector at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.*
- *Signs shall be posted on-site limiting traffic to 15 miles per hour or less.*
- *During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.*
- *Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.*
- *Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.*

MITIGATION MEASURES

Although construction-related impacts are not considered significant, the measure below is recommended to reduce construction-related emissions to the maximum degree feasible.

AQ-3 **Construction Mitigation.** The following action should be added to the 2005 General Plan to address air quality impacts of future construction projects on a case-by-case basis:

- Require individual construction contractors to implement the construction mitigation measures included in the most recent version of the Ventura County APCD's Ventura County Air Quality Assessment Guidelines.

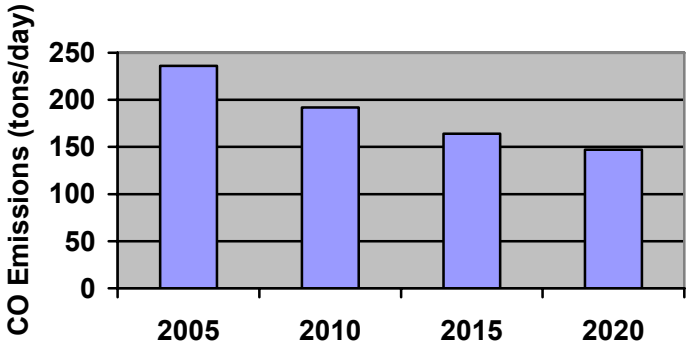
SIGNIFICANCE AFTER MITIGATION

Construction impacts are not considered significant for any of the EIR land use scenarios. The above recommended mitigation measure would reduce construction-related air quality impacts to the maximum degree feasible.

Impact AQ-4	**Increased traffic congestion associated with projected growth under any of the General Plan land use scenarios would potentially increase carbon monoxide (CO) concentrations at congested intersections. However, because of the low ambient CO concentrations and anticipated reduction in emissions associated with less polluting vehicles, exceedance of state and federal CO standards is not expected. Impacts relating to CO "hot spots" are therefore considered Class III, less than significant, for all six scenarios.**

All of Ventura County is in attainment of state and federal CO standards and has been for several years. At the El Rio monitoring station, the maximum 8-hour CO level recorded from 2002-2004 is 3.5 parts per million (ppm), less than half of the 9 ppm state and federal 8-hour standard. In addition, as shown on Figure 4.3-1, countywide CO emissions are projected to fall by about 38% by 2020, largely due to the use of cleaner operating vehicles.

Figure 4.3-1
Countywide Average CO Emissions



Source: California Air Resources Board, 2005 Almanac.

Although CO is not expected to be a major air quality concern in Ventura County over the planning horizon, elevated CO levels can occur at or near intersections that experience severe traffic congestion. A project's localized air quality impact is considered significant if the additional CO emissions resulting from the project create a "hot spot" where the 1-hour or 8-hour standard is exceeded. This typically occurs at severely congested intersections. The Ventura County APCD's *Air Quality Assessment Guidelines* indicate that screening for possible elevated CO levels should be conducted for severely congested intersections experiencing level of service (LOS) E or F with project traffic where a significant project traffic impact may occur.

As discussed in Section 4.12, *Transportation and Circulation*, traffic growth accommodated under each of the six land use scenarios and resulting congestion would potentially result in LOS E or F at one or more Planning Area intersections. However, most of the intersections consist of freeway interchanges that are not adjacent to sensitive receptors such as residences or schools.

In addition, feasible improvements could be implemented to achieve acceptable service levels at affected intersections. Finally, as noted above, the Ventura County region does not experience any CO "hot spots" and CO concentrations are expected to drop substantially over the planning period as cleaner technologies become available. As such, it is not anticipated that violations of state or federal standards would occur under any scenario.

MITIGATION MEASURES

None required.

SIGNIFICANCE AFTER MITIGATION

Significant impacts associated with CO "hot spots" are not expected for any of the six land use scenarios. Implementation of recommended transportation improvements would be expected to ensure that CO concentrations remain within state and federal standards throughout the Planning Area.

4.4 BIOLOGICAL RESOURCES

This section evaluates potential impacts to biological resources within the Planning Area. Both direct and indirect impacts to the following special-status biological resources are discussed: regulated waterways, wetlands and open water areas; sensitive habitats and mature native trees; sensitive plants and animals; and wildlife movement corridors.

4.4.1 Setting

a. Planning Area Habitat Types. The rivers, barrancas, ocean, and hillsides in the Planning Area are home to a variety of important habitats and species of concern. Figure 4.4-1 shows the primary vegetation cover types and location of critical habitats. The major sensitive riparian areas within the Planning Area are the estuaries and upstream regions of the Ventura and Santa Clara Rivers; the Arundell, Harmon Canyon, Clark, Prince, Barlow, San Jon, Harrison, Sudden, Franklin, and Brown Barrancas; Weldon Canyon, Cañada Larga, Manuel Canyon, Cañada de las Encinas and School Canyon Creeks; the Alessandro freshwater marsh; and the coastline. The sewage treatment plant settling ponds south of the harbor at the Santa Clara River mouth are another habitat used by migratory birds. The following paragraphs describe important habitats in the Planning Area that contain significant biological resources.

Coastal Strand/Beach. Sandy beaches are usually not vegetated, and the organisms that inhibit these areas are characteristically mobile and respond quickly to changing sediment patterns. The intertidal area of the sandy beach is used by mole crabs, clams, and polychaete worms that bury themselves in the sand and between cobbles to feed on particles brought in on the waves. These latter species provide an important food resource for various shorebirds, especially during migratory periods. Beach hoppers and the common sand crab are locally abundant on the higher portions of the beach.

Cobble beach habitat is also found near the Ventura River mouth and in patches intermixed with sandy beach habitat. Littleneck and bean clams may be found buried next to cobbles used by gastropods such as the black turban snail. The cobble area also contains a few striped and yellow shore crabs. The listed western snowy plover forages in the beach habitat in the City and has been identified on the beach north of the Santa Clara River. The listed least tern also nests in sandy beach/coastal strand habitat north of the Santa Clara River mouth.

Discontinuous remnant coastal strand habitat exists in the loose sand and stabilized dunes landward of the intertidal and beach areas. The primary plant species are introduced ice plant and various non-native annual grasses. Native plants include silver beachbur, beach evening primrose, and sand verbena, which typically exhibit a low, matted appearance adapted to this harsh environment. The strand habitat has few resident vertebrate species. Typical vertebrates seen in this area include western fence lizard, Brewer's blackbird, house finch, and American pipit, as well as pocket gopher and ground squirrel where soils are more stable. The sensitive silvery legless lizard may also be found in coastal strand and dune habitat.

Limited rocky shore habitat is present along the beach due to man-made revetments at the Harbor, Fairgrounds, Beachfront Promenade, and sharp junctions along the beach. Species commonly found in this habitat include rock lice, striped shore crab, limpet, and acorn barnacles. A variety of shorebirds visit these habitats, as do near-shore fish that feed during

high tides. Sea and shore birds such as cormorants, brown pelicans, willets, and various gulls frequently can be seen roosting on breakwaters and revetments.

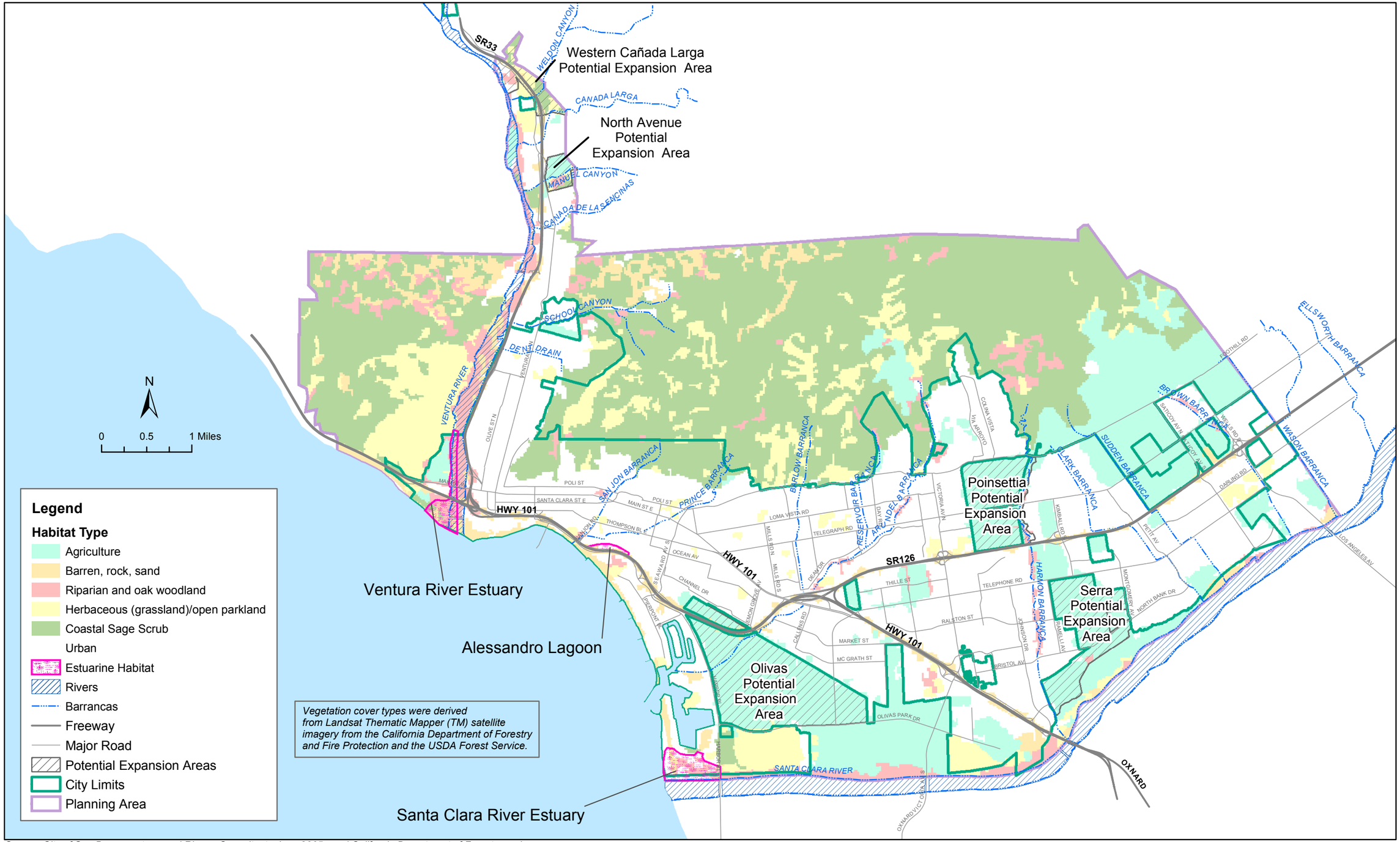
Estuaries/Salt and Fresh Water Marshes. Estuaries are partially enclosed coastal waters with a free connection to the sea. They are highly productive biological habitats, and many fish species and free-swimming invertebrates use estuaries as nursery grounds. Marshes form within and along the edges of estuaries and where standing water is present for sufficient periods.

The estuaries at the mouths of the Ventura and Santa Clara Rivers are used as resting and feeding areas for migratory and residential shorebirds and waterfowl, and to a lesser degree, by resident terrestrial species. Several state and federally listed (or candidate) endangered or threatened birds may use the estuaries. These include the listed brown pelican, California least tern, and the Belding's savannah sparrow (in pickleweed saltmarsh). Brown pelicans are commonly seen foraging offshore and at the river mouths, as is the least tern. Also of special interest are the cypress trees at the mouth of the Ventura River that were formerly used as over wintering sites for large aggregations of monarch butterflies. Two sensitive species of fish, the listed tidewater goby and the federally endangered steelhead, use the estuaries of the Ventura and Santa Clara Rivers. The sensitive southwestern pond turtle may also be found in freshwater portions of the Ventura and Santa Clara River estuaries. The sensitive southern tarplant was reported in the Ventura River estuary in 1992, while the listed Ventura marsh milkvetch was formerly found in local estuaries.

Alessandro Lagoon is a freshwater marsh located north of the U.S. 101, between Seaward Avenue and San Jon Road. It provides important migratory and nesting habitat for waterfowl, including mallard, ruddy duck, gadwall, pintail, and teal. Other birds such as marsh wren and red-winged blackbird nest in the marsh vegetation.

Coastal Sage Scrub. Coastal sage scrub is found intermixed with non-native annual grassland communities in the foothills above Ventura and in relatively undisturbed portions of the upland terraces along the Ventura and Santa Clara Rivers. This native plant community is characterized by the predominance of sub-shrubs, one to five feet in height with semi-woody stems growing from a woody base. Many of the species in the community display special adaptations to prevailing climatic conditions, such as winter rainfall and summer drought, by being drought-deciduous, having grayish-foliage with heavy pubescence on stems and leaves, or similar adaptations to arid conditions. Typical coastal sage scrub vegetation within the Planning Area includes coyote brush, California sagebrush, goldenbush, black sage, wild rye, and elderberry. Scattered mulefat, oak trees, and willows are also frequently observed.

This brushland habitat hosts a variety of animals, most of which are permanent residents. Amphibians such as the California slender salamander and the western toad are found in moist canyon areas. Reptiles such as the western fence lizard, side-blotched lizard, western whiptail, gopher snake, common kingsnake, and western rattlesnake also occupy this habitat. The sensitive coast horned lizard can be found in open areas within scrub and grassland areas where native harvester ants are present. Resident bird species include the Anna's hummingbird, California towhee, spotted towhee, wrentit, Bewick's wren, blue-gray gnatcatcher, California thrasher, mourning dove, and California quail. Coastal sage scrub provides the primary year-round hunting ground for many raptors, such as the turkey vulture



Source: City of San Buenaventura, and Rincon Consultants, Inc., 2005, and California Department of Forestry and Fire Protection, 2000 (cover types renamed based on local vegetation characteristics).

Habitat Types

Figure 4.4-1

City of Ventura

and red tail hawk, that forage in the adjacent grasslands during the spring. This plant community also provides the shelter necessary for nesting of many wildlife species. Typical mammals found in this habitat include ground squirrels, gophers, coyote, pocket mice, western harvest mouse, wood rat, cottontail rabbit, bobcat, opossum, raccoon, skunk, and deer.

Oak Woodland. Oak woodlands occur along with riparian woodlands and some dense groves of planted trees along developed and agricultural areas within the City. This designation refers to a closed- to partially-open canopy woodland dominated by the coast live oak. Oaks are relatively limited within the Planning Area, located only within major drainages such as Harmon, Long, and Sexton Canyons and hillside areas along the west side of Ventura Avenue. Oak trees significantly affect the micro-environment around them because their extensive shade produces significantly lowered temperatures than in the nearby scrub and grassland communities. This allows a variety of plants and animals to occur in areas where they otherwise would not be found. Oak trees also provide significant vertical diversity that is important to bird species.

Oak woodlands provide roosting and nesting sites for many birds, particularly raptors. Red-tailed hawk, Cooper's hawk, sparrow hawk, and sharp-shinned hawk are all found in this community. Oak woodland also provides habitat for several species of woodpeckers, including red-shafted flicker, acorn woodpecker, Downey woodpecker, and Nutall's woodpecker. Titmouse, warblers, and flycatchers are also common. Amphibians present in sage scrub communities are also found here, along with reptiles and mammals common to several plant associations. Monarch butterflies are known to utilize woodland areas within the Planning Area.

Riparian Woodland and Thickets. Riparian woodland and thickets consist of scattered semi-aquatic trees, shrubs, and herbs along intermittent and perennial streams. Willows dominate the riparian areas within the City, along with coast live oaks in the adjacent oak woodlands. Wildlife in riparian woodlands is similar to that found in oak woodlands. Several sensitive bird species breed in riparian areas in the City, including the listed least Bell's vireo and willow flycatcher, and sensitive yellow warbler and yellow breasted chat (CSC).

Riparian habitats contain open water at least part of the year, typically during the winter and spring seasons and after rain events, and are an important part of many animals' habitats. Open water is heavily used by larval forms of several insect orders, and is the sole breeding ground for amphibians. Fish, limited to permanent water areas, found within the Ventura and Santa Clara Rivers include, bluegill, carp, green sunfish, mosquito fish, staghorn sculpin, the sensitive arroyo chub (CSC), and listed unarmored threespine stickleback. Steelhead and rainbow trout are known to occur in the Ventura River upstream of the City, and steelhead trout migrate along both the Ventura and Santa Clara Rivers through the City to the ocean.

Grasslands. Grasslands in the area are primarily composed of non-native introduced annuals and biennials used extensively for grazing. Some small pockets of native wildflowers, such as California poppy, blue-eyed grass, and lupines, are scattered throughout the grasslands in areas less exposed to grazing, primarily in grassy openings on upper slopes within the coastal sage scrub community.

The grassland areas provide habitat for grazers and seed eaters. Rodents, which characterize this area, include the ground squirrel, pocket gopher, and deer mice. Deer, coyote, and cottontail rabbits are also relatively common. Many reptiles occupy this habitat, especially where exposed rock or barren soil surfaces are present. Carnivores including the badger and coyote roam this area, though raptor birds such as the sparrow hawk (kestrel), red-tailed hawk, and white-tailed kites are the major dominants of the area. These birds play an important role in controlling rodent populations. Seed-eating bird species are also common constituents of grasslands. Species such as the savannah sparrow, mourning dove, and various finches are common. Grasslands are also the primary foraging grounds for swallows, swifts, and bats, which nest elsewhere.

Thickets and Windrows. Tree thickets and windrows are common within the Planning Area. Trees and windrows can provide habitat to nesting birds, their eggs, and young, which are protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. The locally sensitive monarch butterfly can also utilize these areas as wintering sites and sensitive bats can utilize the areas as roosting site.

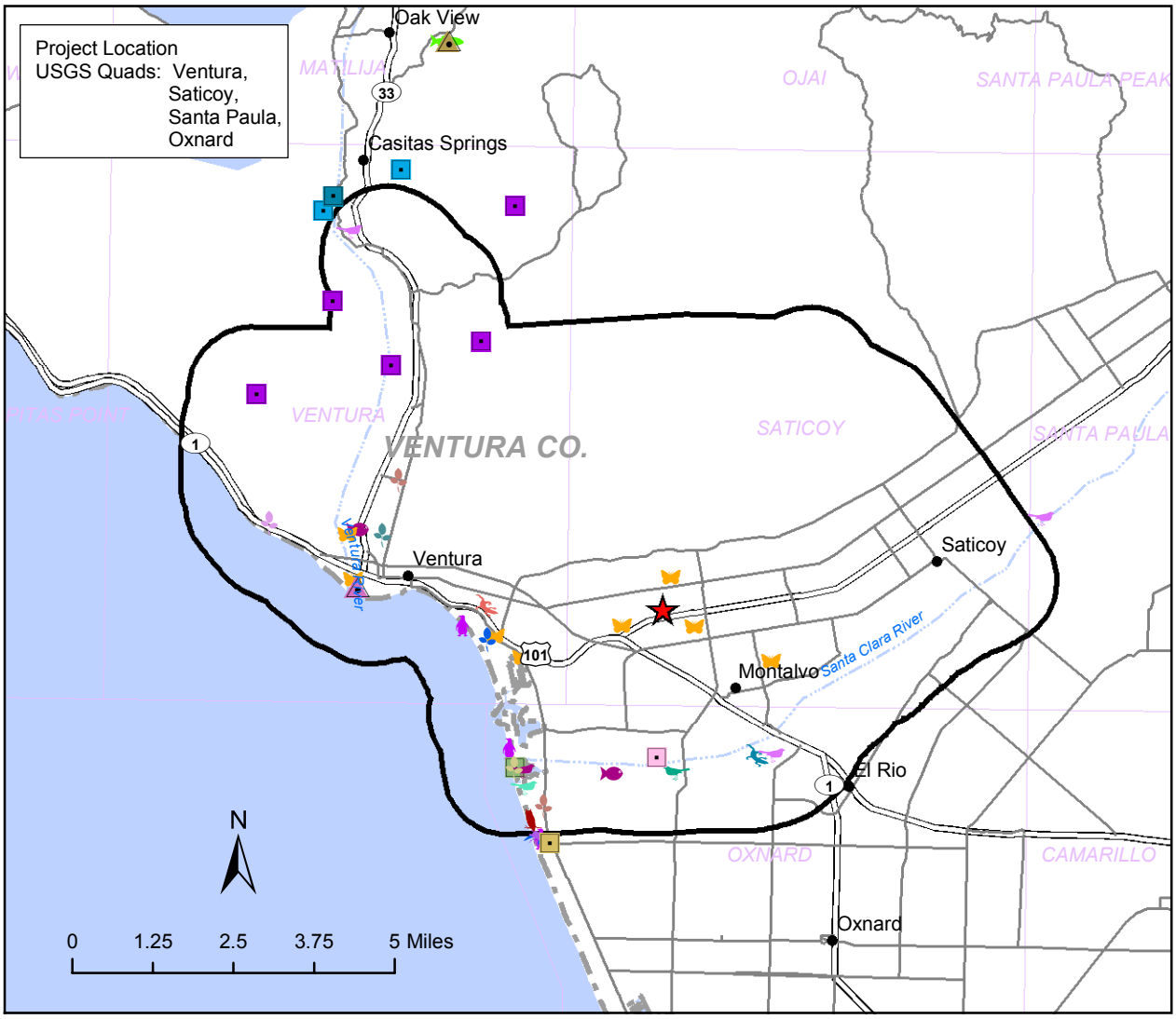
b. Special-Status Biological Resources. The term special-status biological resources includes those plants, animals, vegetation communities, jurisdictional drainages and other sensitive biological resources that are governed under federal, state, and local laws and regulations.

Listed Species. Federal, State, and local authorities under a variety of legislative acts share regulatory authority over biological resources. The California Department of Fish and Game (CDFG) has direct jurisdiction under law for biological resources through the state Fish and Game Code and under the California Endangered Species Act. The federal Endangered Species Act also provides direct regulatory authority over specially designated organisms and their habitats to the U.S. Fish and Wildlife Service (USFWS). These acts specifically regulate listed and candidate endangered and threatened species, which are defined as:

- ***Endangered Species:*** *any species that is in danger of extinction throughout all or a significant portion of its range.*
- ***Threatened Species:*** *any species that is likely to become an endangered species within the foreseeable future throughout all or a significant part of its range.*

Sensitive Plants. Special-status plant species are either listed as endangered or threatened under the federal or California Endangered Special Acts, or rare under the California Native Plant Protection Act, or considered to be rare (but not formally listed) by resource agencies, professional organizations (e.g., California Native Plant Society [CNPS]), and the scientific community. Table 4.4-1 shows 13 special-status plant species that may occur within the Planning Area, two of which are considered endangered. Figure 4.4-2 identifies special-status species documented historically within the Planning Area by the CDFG California Natural Diversity Database (December 2004).

Sensitive Wildlife. Several amphibian, fish, reptile, bird, and mammal species of concern that are known or possibly found in the Planning Area are listed in Table 4.4-2. Documented species are shown on Figure 4.4-2. State or federally listed species are accorded the highest protection status. The two fish species and eight bird species that are federally



Sources: California Natural Diversity Database, December 2004, U.S. Bureau of the Census TIGER 2000 data, and ESRI, 2002. Note: Markers represent approximate locations where species may be found.

Legend

- Project Location
- One-Mile Buffer around Planning Area
- ABNNB03031, western snowy plover
- ABNNM08103, California least tern
- ABNRB02022, western yellow-billed cuckoo
- ABNSB10010, burrowing owl
- ABPAU08010, bank swallow
- ABPBW01114, least Bell's vireo
- ABPBX99015, Belding's savannah sparrow
- AFCHA0209J, southern steelhead - southern California esu
- AFCQN04010, tidewater goby
- ARACC01012, silvery legless lizard
- ARACF12021, Coast (San Diego) horned lizard
- CALE1220CA, Southern California Coastal Lagoon
- CARE2310CA, Southern California Steelhead Stream
- CTT52120CA, Southern Coastal Salt Marsh
- CTT52410CA, Coastal and Valley Freshwater Marsh
- CTT61310CA, Southern Coast Live Oak Riparian Forest
- CTT62400CA, Southern Sycamore Alder Riparian Woodland
- CTT63300CA, Southern Riparian Scrub
- CTT71210CA, California Walnut Woodland
- IICOL02101, sandy beach tiger beetle
- IILEPP2010, monarch butterfly
- PDAST20095, Orcutt's pincushion
- PDAST5L0A1, Coulter's goldfields
- PDCHE02010, aphanisma
- PDFAB0F7B1, Ventura Marsh milk-vetch
- PDSCR0J0C2, salt marsh bird's-beak

Sensitive Elements Reported by the California Natural Diversity Database

Figure 4.4-2

City of Ventura

Table 4.4-1
Sensitive Plant Species of the Ventura Planning Area

Common Name	**Scientific Name**	**Agency Status (Federal/State/Other)**
Aphanisma	*Aphanisma blitoides*	--/--/CNPS List 1B
Ventura marsh milk-vetch	*Astragalus pycnostachuyus* var. *lanosissimus*	FE/CE/CNPS 1B
Plummer' s baccharis	*Baccharis plummerae* ssp *plummerae*	--/--/CNPS List 4
Brewer's calandrinia	*Calandrinia breweri*	--/--/CNPS List 4
Catalina mariposa lily	*Calochortus catalinae*	--/--/List 4
Plummer's mariposa lily	*Calochortus plummerae*	--/--/CNPS List 1B
Southern tarplant	*Centromadia parryi* ssp. *australis*	--/--/CNPS List 1B
Orcutt's pincushion	*Chaenactis glabriuscula* var. *orcuttiana*	--/--/CNPS List 1B
Prostrate spineflower	*Chorizanthe procumbens*	--/--/List 4
Salt marsh bird's-beak	*Cordylanthus maritimus* ssp. *maritimus*	SE/FE/CNPS 1B
Western dichondra	*Dichondra occidentalis*	--/--/List 4
Coulter's goldfields	*Lasthenia glabrata ssp. coulteri*	--/--/CNPS List 1B
California spineflower	*Mucronea californica*	--/--/List 4

Source: CDFG Special Plants (4/2004), California Natural Diversity Database (CNDDB), December 2004; Baseline Conditions Report (2002)
CNPS List 1B = California Native Plant Society List (CNPS) List 1B: Plants rare, threatened, or endangered in California and elsewhere; CNPS List 4: Plant's of limited distribution, a watch list; FE = Federal Endangered; SE = State Endangered

Table 4.4-2
Sensitive Animals of the Ventura Planning Area

Common Name	**Scientific Name**	**Agency Status (Federal/State/Other)**
Arthropods		
Sandy beach tiger beetle	*Cincindela hirticollis abrupta*	--/--/SA
Monarch butterfly (wintering sites)	*Danaus plexippus*	--/--/SA
Amphibians		
Coast Range newt	*Taricha torosa torosa*	--/CSC/--
Western spadefoot toad	*Spea (=Scaphiopus) hammondi*	--/CSC/--
Fish		
Unarmored threespine stickleback.	*Gastreosteus aculeatus williamsoni*	FE/SE,CFP/--
Tidewater goby	*Eucyclogobius newberryi*	FE/CSC/---
Southern California steelhead trout (Southern California ESU)	*Oncorhynchus mykiss*	FE/CSC/--
Reptiles		
Coast horned lizard	*Phrynosoma coronatum*	--/CSC/--
Coastal western whiptail	*Apsidoscelis tigris stejnegeri (=Cnemidophorus tigris multiscutatus)*	--/SA/--
Silvery legless lizard	*Aniella pulchra Pulchra*	--/CSC/--

Table 4.4-2
Sensitive Animals of the Ventura Planning Area

Common Name	Scientific Name	Agency Status (Federal/State/Other)
Southwestern pond turtle	*Emys (=Clemmys) marmorata pallida*	--/CSC/--
Coastal patch-nosed snake	*Salvadora hexalepis virgultea*	--/CSC/--
Two-striped garter snake	*Thamnophis hammondi*	--/CSC/--
Birds		
Cooper's hawk (nesting)	*Accipiter cooperii*	--/CSC/--
Sharp-shinned hawk (nesting)	*Accipiter striatus*	--/CSC/--
White-tailed kite (nesting)	*Elanus leucurus*	--/CFP/--
Northern harrier (nesting)	*Circus cyaneus*	--/CSC/--
California brown pelican (nesting, communal colonies)	*Pelecanus occidentalis californicus*	FE/SE,CFP/--
California least tern (nesting colony)	*Sterna antillarum browni*	FE/SE,CFP/--
Western yellow-billed cuckoo (nesting)	*Coccyzus americanus occidentalis*	FC/SE/--
Belding's savannah sparrow	*Passerculus sandwichensis beldingi*	--/SE/--
Western snowy plover (nesting, coastal population)	*Charadrius alexandrinus nivosus*	FT/CSC/--
Merlin	*Falco columbarius*	--/CSC/--
Ferruginous hawk (wintering)	*Buteo regalis*	--/CSC/--
Least Bell's vireo	*Vireo belli pusillus*	FE/SE/--
Willow flycatcher (nesting)	*Empidonax traillii*	FE (*E. t. extimus* only)/SE/--
Coastal cactus wren	*Campylorhynchus brunneicapillus sandiegensis*	--/--/LS
Bank swallow (nesting)	*Riparia riparia*	--/ST/--
Yellow warbler (nesting)	*Dendroica petechia* brewsteri	--/CSC/--
Loggerhead shrike (nesting)	*Lanius ludovicianus*	--/CSC/--
California horned lark	*Eremophila alpestris actia*	--/CSC/--
Bell's sage sparrow	*Amphispiza bellii bellii*	--/CSC/--
Southern California rufous-crowned sparrow	*Aimophila ruficeps canescens*	--/CSC/--
Mammals		
Pallid bat	*Antrozous pallidus*	--/CSC/--
Pale big-eared bat	*Corynorhinus townsendii pallescens*	--/CSC/--
California mastiff bat	*Eumops perotis*	--/CSC/--
San Diego desert woodrat	*Neotoma lepida intermedia*	--/CSC/--
San Diego black-tailed jackrabbit	*Lepus californicus* ssp. *bennettii*	--/CSC/--
American badger	*Taxidea taxus*	--/CSC/--

Source: CDFG, Special Animals List (8/2004) and CNDDB (12-/2004)

CE = California Endangered; CFP = California Fully Protected; CSC = California Species of Concern; ESU=Evolutionary Significant Unit; Federal Candidate; FE = Federal Endangered; FT = Federal Threatened; LS=Locally Sensitive; and SA = CDFG California Special Animal

and/or State listed tend to inhabit the rivers and estuary habitats where development is unlikely to occur. Least bell's vireo is known to forage in scrub areas adjacent to the Santa Clara and Ventura Rivers.

c. Wildlife Corridors. Wildlife corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return.

The key wildlife corridors in the Planning Area include the Ventura River, which connects the Ventura Area to open space associated with the Los Padres National Forest, and the Santa Clara River, which provides linkage to the east to the Sespe area and the San Gabriel Mountains. Other important corridors in the Planning Area include the drainages (e.g., Weldon Canyon, Cañada Larga, Manuel Canyon, Cañada de las Encinas and School Canyon) and open space areas that connect the Ventura River to the hills overlooking Ventura to the north, and ultimately, the Sulphur Mountain area. Highly degraded corridors between the hillsides north of the City and the Santa Clara River within the Planning Area include the Harmon Canyon, Arundell, Franklin, and Brown Barrancas.

d. Special-Status Communities/Areas. Special-status communities and areas are those that are considered sensitive by federal, state, and local agencies due to their rarity or value in providing habitat for vegetation, fish, and wildlife. Identified special-status communities/areas present within the Planning Area include the following:

- *Oak woodland*
- *Walnut woodland*
- *Native oak and sycamore trees*
- *Native bunchgrass grasslands*
- *Drainages, wetlands and associated riparian vegetation under the jurisdiction of CDFG as waters of the State or USACE as waters of the U.S; the City has also identified the Ventura and Santa Clara River as sensitive resources requiring preservation and possible restoration*
- *City Sensitive Habitat Areas (SHA): Alessandro Lagoon, Santa Clara River Mouth Area, Ventura River Mouth Area*
- *Coastal dunes*

e. Regulatory Setting. The following is a summary of the regulatory context under which biological resources are managed at the federal, state, and local level. Agencies with responsibility for protection of biological resources within the Study Area include:

- *Regional Water Quality Control Board (RWQCB)*
- *U. S. Army Corps of Engineers (USACE; wetlands and other waters of the United States)*
- *U.S. Fish and Wildlife Service (USFWS; federally listed species and migratory birds)*
- *National Marine Fisheries Service (NMFS; anadromous fish)*

- *California Department Fish and Game (CDFG; waters of the State, state listed and fully-protected species, and other protected plants and wildlife)*
- *State of California (Natural Communities Conservation Plan)*
- *City of Ventura (Proposed General Plan Goals, Policies, and Actions)*
- *California Coastal Commission (CCC, Coastal Areas)*

A number of Federal and/or State statutes provide a regulatory structure that guides the protection of biological resources. The following discussion provides a summary of those laws that are most relevant to biological resources in the vicinity of the Planning Area.

Regional Water Quality Control Board. The protection of water quality in the watercourses of Ventura County is under the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). The Board establishes requirements prescribing discharge limits and establishes water quality objectives through the Ventura County Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) Permit. The Storm Water Quality Urban Impact Mitigation Plan (SQUIMP), which is part of the NPDES Permit, addresses specific storm water pollution requirements for new developments such as the proposed project. As co-permittee, the City of Ventura is responsible for assuring that new developments are in compliance with the SQUIMP.

The SQUIMP requires that all development projects implement various control techniques (termed best management practices, or BMPs) to minimize the amount of pollutants entering surface waters. The following requirements apply to all new development:

- *Control post-development peak stormwater runoff discharge rates to maintain or reduce pre-development downstream erosion and to protect stream habitat*
- *Conserve natural areas*
- *Minimize stormwater pollutants of concern*
- *Protect slopes and channels*
- *Provide storm drain system stenciling and signage*
- *Properly design outdoor material storage areas*
- *Properly design trash storage areas*
- *Provide proof of on-going best management practice (BMP) maintenance*
- *Implement structural or treatment BMPs that meet design standards*

U.S. Army Corps of Engineers. Under Section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Act, the USACE has authority to regulate activity that could discharge fill or dredge material or otherwise adversely modify wetlands or other waters of the United States. Perennial and intermittent creeks and adjacent wetlands are considered waters of the United States and are within the regulatory jurisdiction of the USACE. The USACE implements the federal policy embodied in Executive Order 11990, which, when implemented, is intended to result in no net loss of wetlands values or acres. In achieving the goals of the Clean Water Act, the Corps seeks to avoid adverse impacts and to offset unavoidable adverse impacts on existing aquatic resources. Any fill or adverse modification of waters of the U.S., wetlands may require a permit from the Corps prior to the start of work. Typically, permits issued by the Corps are a condition of a project as mitigation to offset unavoidable impacts on wetlands and other waters of the U.S. in a manner that achieves the goal of no net loss of wetland acres or values.

U.S. Fish and Wildlife Service. The U.S. Fish and Wildlife Service (USFWS) implements the Migratory Bird Treaty Act (16 USC Section 703-711), the Bald and Golden Eagle Protection Act (16 United States Code (USC) Section 668), Section 10 and the Federal Endangered Species Act (FESA; 16 USC § 153 *et seq)*. Projects that would result in take of any federally listed threatened or endangered species are required to obtain permits from the USFWS through either Section 7 (interagency consultation with a federal nexus) or Section 10 (incidental take permit) of FESA, depending on the involvement by the federal government in permitting or funding the project. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what mitigation measures would be required to avoid jeopardizing the species.

Take under federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of FESA, however, the USFWS advises project applicants that they could be elevated to listed status at any time.

National Marine Fisheries Service. The National Marine Fisheries Service (NMFS) shares joint authorities with the USFWS under the FESA for administering the incidental take permit program. Generally, the USFWS is responsible for terrestrial and freshwater aquatic species while NMFS is responsible for listed marine mammals, anadromous fish, and other living marine resources. NMFS also permits for incidental taking of listed fish species during other activities such as state-run hatchery operations and commercial or recreational fisheries.

California Department of Fish and Game. The CDFG derives its authority from the Fish and Game Code of California Species listed under the California Endangered Species Act (CESA; Fish and Game Code Section 2050 *et seq,)* prohibits take of listed threatened or endangered species. Take under CESA is restricted to direct killing of a listed species and does not prohibit indirect harm by way of habitat modification.

California Fish and Game Code Sections 3503, 3503.5, and 3511 describe unlawful take, possession, or needless destruction of birds, nests, and eggs. Fully protected birds (Section 3511) may not be taken or possessed except under specific permit. Section 3503.5 of the Code protects all birds-of prey and their eggs and nests against take, possession, or destruction of nests or eggs.

Species of Special Concern (CSC) is a category used by CDFG for those species which are considered to be indicators of regional habitat changes or are considered to be potential future protected species. Species of Special Concern do not have any special legal status except that afforded by the Fish and Game Code. The CSC category is intended by the CDFG for use as a management tool to take these species into special consideration when decisions are made concerning the development of natural lands.

The CDFG also has authority to administer the Native Plant Protection Act (Fish and Game Code Section 1900 *et seq*). The Act requires CDFG to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Under Section 1913(c) of the Act, the owner of land where a rare or endangered native plant is growing is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of plant.

Perennial and intermittent streams also fall under the jurisdiction of the CDFG. Sections 1601-1603 of the Fish and Game Code (Streambed Alteration Agreements) gives the CDFG regulatory authority over work within the stream zone (which could extend to the 100-year flood plain) consisting of, but not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream or lake.

State of California. The Natural Communities Conservation Planning Act of 1991 was established by the California Legislature, is directed by the Department of Fish and Game, and is being implemented by the state, and public and private partnerships to protect habitat in California. As opposed to the single species interpretation of the Endangered Species Act (ESA), this act aims at protecting many species using a regional approach to habitat preservation. A Natural Communities Conservation Plan (NCCP) identifies and provides for the regional or area wide protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity.

4.4.2 Impact Analysis

a. Methodology and Significance Thresholds. The impact analysis is based on available literature regarding the existing biological resources within the Planning Area, aerial photography, and field visits conducted on February 3, 5-6, 2005. Field investigations concentrated on potentially developable areas that contain sensitive biological resources. The majority of the surveys were conducted by car from roads surrounding the areas; however, some areas were surveyed on foot. Surveys were performed to verify habitat types against available background information and aerial photography. The following analysis determines the potential effects of development on biological resources of the Planning Area, especially within the developable areas.

Environmental impacts relative to biological resources may be assessed using impact significance criteria from federal, state, and local regulations. Project impacts to flora and fauna may be determined to be significant even if they do not directly affect rare, threatened, or endangered species.

Significant impacts to biological resources may occur if a project action would:

- *Conflict with local or regional conservation plans or state goals*
- *Substantially affect rare, threatened or endangered species*
- *Interfere substantially with the movement of any resident or migratory fish or wildlife species*
- *Substantially diminish habitat for fish, wildlife or plants*
- *Involve the use, production or disposal of materials which pose a hazard to animal or plant populations in the area affected*
- *Have impacts that are individually limited, but cumulatively considerable; or involve the alteration or conversion of biological resources (locally important species or locally important communities) identified as significant within the county or region*

When assessing or applying these threshold guidelines, plants and animals may be considered locally important if any of the following criteria are met:

- *The species, subspecies or variety is limited in distribution in the county or region, and endemic (limited to a specific area) in the region.*
- *The species population is at the extreme limit of its overall distribution or is disjunct from the known overall range.*
- *The species potentially affected by project actions has habitat requirements or limitations which makes it susceptible to local extirpation as a consequence of those actions, the introduction of barriers or restrictions to movement, changes in ambient conditions, or increases in human activity.*
- *Populations exhibit unusual localized adaptations, or are high quality examples of the species overall.*
- *Species are considered special-status by recognized biological experts and monitoring groups, such as the California Native Plant Society (CNPS) and Audubon Society.*

Plant communities or habitat types may be considered locally important if they are any of the following:

- *Formations or habitat types of singular or limited occurrence within the jurisdictional boundaries*
- *Formations or habitat types that provide critical or essential support resources for rare, threatened or endangered or locally important species*
- *Formations, habitat types, or geographic areas that serve as wildlife movement routes or habitat linkages between substantial, intact open space areas*
- *Formations or habitat types that are recognized or designated as pristine or highest quality examples of a particular type within a jurisdiction*
- *Specific sites that are type localities for plant or animal species*
- *Formations or habitat types considered sensitive by recognized biological experts and monitoring groups, such as the CNPS, California Natural Diversity Data Base, The Nature Conservancy, or Department of Fish and Game*
- *Ephemeral or perennial wetlands that have been defined as areas which sporadically, seasonally or perennially serve to transmit, conduct or impound water, making it available for use by wildlife and/or facultatively dependent associations of plants and animals (such as vernal pools)*

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of biological resource impacts for each of the scenarios under consideration. The discussion that follows is intended to describe the generalized effects of potential future development within the Planning Area and provide policy level mitigation appropriate for a General Plan analysis. Depending upon the nature and location of individual future development projects, information contained in this EIR regarding the potential occurrence and listing status of special-status species of plants and wildlife and plant communities of special concern may need to be updated at the time specific projects undergo environmental review.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Riparian, Wetlands, and Open Water Habitats (Impact BIO-1)	Development near the Santa Clara River, Ventura River, and barrancas in the North Avenue and Saticoy districts could adversely affect wetland habitats. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development near Manuel Canyon Creek ,Arundell Barranca, Harmon Canyon Barranca, and drainages near Olivas expansion area may result in adverse impacts to wetland habitats. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development near Manuel Canyon Creek, Arundell Barranca, and drainages near Olivas expansion area may result in adverse impacts to wetland habitats. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development near Manuel Canyon Creek, and Harmon Canyon Barranca may result in adverse impacts to wetland habitats. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development near Manuel Canyon Creek, Weldon Creek, and Cañada Larga Creek may result in adverse impacts to wetland habitats. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development near Manuel Canyon Creek and Harmon Canyon Barranca may result in adverse impacts to wetland habitats. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.
Sensitive Habitats and Native Trees (Impact BIO-2)	Development may adversely affect oak/ walnut woodlands in North Avenue/Upper North Avenue, dune habitat in Harbor district, bunchgrass grasslands, and mature landmark trees. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development in North Avenue expansion area may affect oak woodlands. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion impacts similar to Scenario 2. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion impacts similar to Scenario 2. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development in North Avenue expansion area may affect oak woodlands. Development in Canada Larga may affect oak/walnut woodlands, and native grasslands. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion impacts similar to Scenario 2. Compliance with Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Special-status Species (Impact BIO-3)	Possible elimination of native habitats including wetlands, dunes, scrub, woodland may affect special-status species. General Plan actions protect sensitive habitats and encourage preservation of mature trees and windrows. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development in North Avenue, Serra, and Olivas may affect species that inhabit mature trees, windrows, oak woodland, riparian, and scrub areas. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development in North Avenue and Olivas may affect species that inhabit mature trees and windrows, oak woodland, riparian, and scrub areas. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development in North Avenue and Serra may affect species that inhabit mature trees and windrows, oak woodland, riparian, and scrub areas. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development in North Avenue and W. Cañada Larga may affect species that inhabit mature trees and windrows, oak woodland, grassland, and scrub areas. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Development in North Avenue may affect species native to oak woodland, riparian, and scrub, mature trees and windrows. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.
Wildlife Corridors (Impact BIO-4)	Development near riparian areas, barrancas, and open space near Mariano Ranch may affect ecological connectivity through these corridors. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Development impacts similar to Scenario 1. Expansion into North Avenue area may affect the Manuel Creek corridor. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Development impacts similar to Scenario 1. Expansion into North Avenue area may affect the Manuel Creek corridor. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Development impacts similar to Scenario 1. Expansion into North Avenue area may affect the Manuel Creek corridor. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Development impacts similar to Scenario 1. Expansion into North Avenue area may affect the Manuel Creek corridor. Expansion into W. Cañada Larga may affect Cañada Larga and Weldon canyon Creek corridors. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.	Development impacts similar to Scenario 1. Expansion into North Avenue area may affect the Manuel Creek corridor. Proposed General Plan policies and actions reduce potential impacts to Class III, less than significant.

Impact BIO-1	**All of the 2005 General Plan land use scenarios generally avoid direct impacts to riparian, wetland, and open water habitats. However, in certain areas, development could adversely affect the quality of riparian and wetland habitat. Implementation of proposed General Plan policies and actions, including Action 1.8 (which requires buffers from rivers, creeks, and barrancas), would reduce potential impacts to a Class III, *less than significant*, level for any of the six land use scenarios.**

Each of the land use scenarios focus predominantly on intensification and reuse of already developed areas and limited expansion into agricultural and/or relatively undisturbed areas. As such, the scenarios would generally avoid direct impacts to riparian, wetland, and open water habitats. In addition, the removal of the hillside areas above the City from the Sphere of Influence, as is anticipated to occur under any of the scenarios, would avoid the potential for impacts to riparian and wetland resources in the hillside areas.

The 2005 General Plan includes the following actions aimed at the protection of riparian areas from the impacts of future development:

Action 1.8 *Buffer barrancas and creeks that retain natural soil slopes from development according to State and Federal guidelines.*

Action 1.9 *Prohibit placement of material in watercourses other than native plants and required flood control structures, and remove debris periodically.*

Action 1.10 *Remove concrete channel structures as funding allows, and where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential.*

Action 1.11 *Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" coastal areas.*

Action 1.17 *Require development to mitigate its impacts on wildlife through the development review process.*

Action 1.18 *Require new development adjacent to rivers, creeks, and barrancas to use native or non-invasive plant species, preferably drought tolerant, for landscaping.*

Action 1.19 *Require projects near watercourses and shoreline areas to include surveys for State and/or federally listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.*

Action 1.21 *Work with State Parks on restoring the Alessandro Lagoon and pursue funding cooperatively.*

Scenario 1 – Intensification/Reuse Only

Scenario 1 emphasizes the intensification of development in already developed or disturbed areas. As a result, the extent of riparian and wetland resources affected under this scenario is generally limited. In addition, most of the resources have been modified from their natural state. Examples include the concrete channelized Arundell Barranca, which crosses through the Harbor and Arundell districts, the Barlow Barranca that intersects the Telegraph Road corridor, and the Brown Barranca in the Wells Road corridor and Saticoy district. See Photo 1 on Figure 4.4-3 for a view of Brown Barranca.

Implementation of standard Best Management Practices (BMPS) during construction and receipt and implementation of permits would be required to address potential impacts and modification to jurisdictional drainages. Potential permits that could be required include the USACE Section 404 permit, CDFG Streambed Alteration Agreement, RWQCB Section 401 Certification, and for projects with greater than one acre of ground disturbance, a State Water Resources Control Board (SWRCB) Stormwater Pollution Prevention Plan (SWPPP). Intensification would likely improve the value of some of these areas through future drainage improvements required during development and the requirements of resource agency permits.

The Upper North Avenue, North Avenue, and Saticoy districts have more sensitive riparian and wetland resources than the other areas proposed for intensification and reuse because of their proximity to the Ventura and Santa Clara Rivers. The following partially natural drainages are also present in these areas:

Upper North Avenue

- *Cañada Larga Creek - A natural channel of sand and cobble with dense patches of willow for areas west of Ventura Avenue; and a concrete box devoid of vegetation to the east of Ventura Avenue.*
- *Manuel Canyon Creek – East of Ventura Avenue it is a natural-bottomed channel, scoured of vegetation. West of Ventura Avenue the drainage is partially channelized, but has dense patches of native vegetation.*
- *Cañada de las Encinas – A primarily channelized drainage passing through and under developed areas.*

North Avenue

- *School Canyon Creek – A natural-bottom channel with patches of willow and nonnative vegetation. This drainage is undergrounded west of Ventura Avenue.*

Saticoy

- *Brown Barranca - A concrete rip-rapped channel devoid of vegetation.*

- *Franklin Barranca - A concrete channel that changes to a natural channel with dense native vegetation near the Santa Clara River.*

Photo 1 View of concreted rip-rap that lines the banks of Brown Barranca in the Saticoy District.

Photo 2 Riparian habitat within Manuel Canyon Creek, a natural drainage west of Ventura Avenue.

Photo 3 Cañada Larga Creek, west of Ventura Avenue, is in a relatively natural state.

Photo 4 East of Ventura Avenue, Cañada Larga Creek has been channelized with concrete banks.

Riparian Areas and Drainages

Figure 4.4-3

The western portions of these areas, closest to the Ventura River, have a scattering of riparian vegetation in highly disturbed ruderal fields. The Saticoy area has patches of dense riparian and ruderal vegetation along the Santa Clara River. Least bell's vireo is known to be present along the reach of the Ventura River in the Planning Area and other listed or sensitive species could potentially utilize these areas (e.g. Coulter's goldfields and native oaks and sycamores). Wetlands may also be present is the western portions of the North Avenue and Upper North Avenue districts, as suggested by wet cracked soils observed during the field visits.

Implementation of Action 1.8, requiring buffers from the Ventura and Santa Clara Rivers, would minimize potential impacts to riparian and ruderal vegetation near these rivers to a less than significant level. Action 1.9 would require the use of native landscaping adjacent to rivers, creeks, and barrancas, which would address potential indirect adverse effects to downstream fish, wildlife, and vegetation as a result of water quality degradation associated with increased human activity. In addition, Action 1.10 would restore channelized barrancas and creeks to a quasi-natural condition to the extent feasible.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Scenario 2 would meet projected growth by focusing development on a combination of intensification and reuse of the existing urban area and three expansion areas: North Avenue, Olivas, and Serra. Additional impacts associated with expansion into the North Avenue, Olivas, and Serra expansion areas include potential direct impacts to riparian and wetland resources and jurisdictional areas, reduction and degradation of available wildlife habitat, and indirect impacts to downstream areas via degradation of water quality. With implementation of 2005 General Plan Actions 1.8 and 1.9, these impacts would be reduced to a less than significant level. Specific impacts associated with each expansion area are discussed below.

North Avenue. Development of this area could result in the degradation of riparian habitat associated with additional reaches of Manuel Canyon Creek, a natural channel that is a tributary to the Ventura River, due to increased human activity. See Photo 2 on Figure 4.4-3 for a view of riparian habitat within Manuel Canyon Creek. Wetlands are potentially present within the creek and could also be affected. Downstream water quality could also be affected from erosion. This drainage and its water resources are under the jurisdiction of the USACE, CDFG, and RWQCB.

Olivas. Development of this area could result in impacts to wetland habitat and associated wildlife located within a natural bottomed roadside drainage channel along Olivas Park Drive and scattered patches of riparian vegetation onsite. Despite the adjacent traffic, wildlife utilizes this area, as noted by the egrets and mallards observed within the drainage. Future development of this expansion area could result in a net loss of wetlands and riparian habitat onsite. Indirect water quality impacts to downstream areas could also occur. Like the Arundell Barranca onsite, the drainage may also be under the jurisdiction of USACE, CDFG, and RWQCB. Arundell Barranca would not be adversely affected by future development as it is channelized and supports no significant riparian or other biological resources. See Photo 6 on Figure 4.13 in Section 4.1, *Aesthetics*, for a view of Arundell Barranca. To the contrary, development of this expansion area could potentially provide an opportunity for restoration of the Arundell Barranca to a more natural condition.

Serra. Development of this area could adversely affect the least Bell's vireo and steelhead trout and other special-status species, if present, along the banks and channel Santa Clara River. Indirect water quality impacts to the Santa Clara River via the armored Harmon Canyon Barranca and the protected species that travel along it (e.g. steelhead trout, tidewater goby) could also occur, as discussed above.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Scenario 3 includes intensification and reuse of lands as discussed under Scenario 1, as well as the North Avenue and Olivas expansion areas as discussed under Scenario 2. This scenario would be similar to the Scenario 2 in that riparian and wetland resources associated with four natural drainages (Cañada Larga, Manuel Canyon, Cañada de las Encinas and School Canyon Creeks) and the adjacent Ventura and Santa Clara Rivers could be potentially affected. Riparian and wetland habitat associated with Manuel Canyon Creek, the roadside drainage along Olivas Drive, and Arundell Barranca could also be adversely affected under this scenario. With implementation of General Plan Actions 1.8 and 1.9, these impacts would be reduced to a less than significant level.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Scenario 4 includes intensification and reuse of lands as discussed under Scenario 1, as well as the North Avenue and Serra expansion areas as discussed under Scenario 2. Potential impacts associated with this scenario would be similar to those of Scenario 2 except for the following: (1) no impacts to wetland habitat and associated wildlife located within a natural bottomed roadside drainage channel along Olivas Park Drive would occur; and (2) there would be no opportunity for restoration of Arundell Barranca. With implementation of General Plan Actions 1.8 and 1.9, impacts would be reduced to a less than significant level.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Scenario 5 includes intensification and reuse of lands as discussed under Scenario 1, as well as the North Avenue expansion area as discussed under Scenario 2. This scenario also includes the Western Cañada Larga expansion area. Riparian and wetland resources associated with four natural drainages (Cañada Larga, Manuel Canyon, Cañada de las Encinas and School Canyon Creeks) and the adjacent Ventura and Santa Clara Rivers could be potentially affected as could riparian and wetland habitat associated with the upper reaches of Manuel Canyon Creek in the North Ventura area. In addition, the lower reaches of Cañada Larga and Weldon Canyon Creeks near State Route 33, which are in a relatively natural state, could potentially be affected. It is useful to note the difference between Canada Larga Creek west and east of Ventura Avenue (see Photos 3 and 4 on Figure 4.4-3). General Plan Action 1.8 would provide unchannelized creeks with buffers from development, and Action 1.9 would require the use of native landscaping in riparian areas, and Action 1.10 would aim to restore channelized barrancas to a quasi-natural condition. Implementation of these actions would reduce potential impacts to a less than significant level.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Scenario 6 includes intensification and reuse of lands as discussed under Scenario 1, as well as the North Avenue expansion area as discussed under Scenario 2. This scenario also includes the Poinsettia expansion area. Riparian and wetland resources associated with four natural drainages (Cañada Larga, Manuel Canyon, Cañada de las Encinas and School Canyon Creeks) and the adjacent Ventura and Santa Clara Rivers could be potentially affected, as could riparian and wetland habitat associated with upstream reaches of Manuel Canyon Creek in the North Ventura Avenue area. Development of the Poinsettia expansion area could further degrade the Harmon Canyon Barranca. As this natural bottomed channel is surrounded by dense vegetation dominated by non-native eucalyptus and tree-tobacco with some scattered native scrub species, the impact to riparian and wetland resources is not anticipated to be significant for this area with use of standard BMPs during construction to protect water quality. With implementation of 2005 General Plan Actions 1.8 and 1.9, potential impacts to riparian and wetland habitats would be reduced to a less than significant level.

MITIGATION MEASURES

Implementation of 2005 General Plan Actions 1.8 and 1.9 would reduce potential impacts to wetland and riparian habitats to a less than significant level. No additional mitigation measures are required.

SIGNIFICANCE AFTER MITIGATION

Implementation of proposed 2005 General Plan actions would reduce impacts to riparian, wetland, and aquatic resources to a less than significant level for any of the six scenarios.

Impact BIO-2	**All of the General Plan land use scenarios would largely avoid impacts to sensitive habitats and mature native trees by emphasizing intensification/reuse of urbanized areas. Implementation of General Plan policies and actions that aim to protect sensitive habitats and mature trees would reduce potential impacts to a Class III, l*ess than significant*, level for all six scenarios.**

All of the General Plan land use scenarios focus predominantly on intensification of existing developed areas and limited expansion into agricultural and/or relatively disturbed areas. As such, sensitive habitats and mature trees are limited in the Planning Area and consist primarily of jurisdictional waters and wetlands. Limited oak woodlands, mature oak trees, and dune habitat are present, and walnut woodland, native bunchgrass grasslands, and mature sycamores and other native trees are anticipated to be present in limited quantities and in a relatively disturbed state. It should also be noted that removal of the hillside areas above the City from the Sphere of Influence, as is anticipated to occur under any of the six land use scenarios, would avoid the potential for impacts to sensitive habitats and mature native trees in the hillside areas.

The 2005 General Plan includes the following policy and actions aimed at the protection of sensitive habitats from the impacts of future development:

Policy 1C *Improve protection for plants and animals.*

Action 1.18 *Require new development adjacent to rivers, creeks, barrancas, and other sensitive habitat areas to use native or non-invasive plant species, preferably drought tolerant, for landscaping.*

Action 1.19 *Require projects near watercourses, shoreline areas, and other sensitive habitat areas to include surveys for State and/or federally listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.*

Action 1.22 *Adopt development code provisions to protect mature trees on public and private property.*

Action 1.23 *Require, where appropriate, the preservation of healthy tree windrows associated with current and former agricultural uses, and incorporate trees into the design of new developments.*

Action 1.24 *Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis.*

Scenario 1 – Intensification/Reuse Only

Scenario 1 emphasizes the intensification of development in already developed or disturbed areas. Sensitive habitat types are therefore limited within the intensification areas. Development of the Upper North Avenue, North Avenue, Arundell, and Saticoy districts could affect jurisdictional waters and wetlands as discussed above under Impact BIO-1. See Photo 1 on Figure 4.4-4 for a view of ruderal and riparian vegetation near the Upper North Avenue district. A small area of dune habitat along the western edge of Spinnaker Drive would be restored as part of the Harbor district development. Dredging or similar activities within the open waters of the Ventura Harbor could occur with development of the Harbor district; however, these activities are ongoing and would continue to be regulated by permits from the USACE, CCC, and other entities. Oak and/or walnut woodlands are located along the western edge of the Upper North Avenue district and the eastern edge of the North Avenue district. These areas could be potentially affected by proposed intensification through direct removal of habitat or indirect degradation via non-native plant introduction and increased human usage. There is also some potential for native bunchgrass grasslands or other sensitive habitats to be adversely affected in these areas as well as the Mariano Ranch area above Foothill Road, which could potentially accommodate residential development under the 2005 General Plan. However, provided that Actions 1.8, 1.18, 1.19, and 1.22 are implemented, impacts would be reduced to a less than significant level.

Photo 1 Ruderal areas with scattered riparian vegetation near the Upper North Avenue district.

Photo 2 Native coastal sage scrub can be seen on the hillsides adjacent to the North Avenue expansion area. Much of this area is actively farmed with citrus orchards (foreground).

Photo 3 Coastal sage scrub and grasses cover the hillsides within the Western Cañada Larga expansion area.

Photo 4 Dense nonnative vegetation (eucalyptus) with some native scrub components dominates Harmon Barranca along the eastern edge of the Poinsettia expansion area.

Sensitive Habitats

Figure 4.4-4

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Scenario 2 would meet projected growth by focusing development on a combination of intensification and reuse of the existing urban area and three expansion areas: North Avenue, Olivas, and Serra. Future development of the North Avenue expansion area could affect jurisdictional waters and wetlands potentially present in the upper reaches of Manuel Canyon Creek and disturbed oak woodland south of the creek via direct removal sensitive habitat areas, introduction of incompatible landscape species, and increased human intrusion. In addition, native habitats including coastal sage scrub, grasslands, and oak woodlands occur naturally on the hillsides within the North Avenue expansion area (see Photo 2 on Figure 4.4-4). Sensitive habitats potentially affected by development of the Olivas and Serra areas are limited to the potential jurisdictional waters and wetlands onsite and, for the Serra area, the adjacent Santa Clara River bed, banks, and channel. Several locations within the Planning Area, including the Olivas area, contain rows of eucalyptus trees (windrows) that provide a distinct visual character as well as providing habitat for many species. Please refer to Photo 5 in Section 4.1, *Aesthetics*, for a view of eucalyptus windrows located within the Olivas expansion area. Implementation of General Plan Action 1.8 would require a buffer from the top of bank of the Santa Clara River bed and Action 1.22 directs the City to adopt development code provisions to protect mature trees. Action 1.23 directs the preservation of windrows and Action 1.24 requires the preservation or 3:1 replacement of indigenous tree species. Implementation of these actions would reduce potential impacts to a less than significant level.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Scenario 3 includes the same intensification potential as described for Scenario 1, as well as the potential future development of the North Avenue and Olivas expansion areas. As discussed under Scenario 2, sensitive habitats within the North Avenue area include jurisdictional waters and wetlands associated with upper reaches of Manuel Canyon Creek and oak woodland. Habitat impacts could occur via direct removal, introduction of incompatible landscape species, and increased human intrusion. Sensitive habitats present in the Olivas area are limited to the wetland areas onsite. As discussed under Scenario 2, implementation of proposed 2005 General Plan actions would reduce impacts to a less than significant level.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Scenario 4 includes the same intensification potential as described for Scenario 1, as well as the potential future development of the North Avenue and Serra expansion areas. As discussed under Scenario 2, sensitive habitats within the North Avenue area include jurisdictional waters and wetlands associated with Manuel Canyon Creek, oak woodland, walnut woodland, and bunchgrass grasslands. Habitat impacts could occur via direct removal, introduction of incompatible landscape species, and increased human intrusion. Impacts to the sensitive riparian habitats associated with the Santa Clara River could occur with development of the Serra area. As discussed under Scenario 2, implementation of proposed 2005 General Plan actions would reduce impacts to a less than significant level.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Scenario 5 includes the same intensification potential as described for Scenario 1, as well as the potential future development of the North Avenue and Western Cañada Larga expansion areas. As discussed under Scenario 2, sensitive habitats within the North Avenue area include jurisdictional waters and wetlands associated with Manuel Canyon Creek, oak woodland, walnut woodland, and bunchgrass grasslands. Impacts could occur via direct removal, introduction of incompatible landscape species, and increased human intrusion. The Western Cañada Larga area is the least disturbed of the expansion areas and has the greatest likelihood for sensitive upland habitats (e.g., coastal sage scrub, native bunchgrass grassland, oak woodland) to be present, as seen in Photo 3 on Figure 4.4-4. Proposed General Plan Action 1.19 would update the existing tree protection guidelines to include mature trees on public and private property. Implementation of General Plan Action 1.8 would require a buffer from the top of bank of the Ventura River bed, and would reduce potential impacts to a less than significant level. Action 1.19 would require the protection of sensitive habitats from the impacts of urban development. Implementation of these proposed General Plan actions would reduce impacts to a less than significant level.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Scenario 6 includes the same intensification potential as described for Scenario 1, as well as the possible future development of the North Avenue and Poinsettia expansion areas. As discussed under Scenario 2, sensitive habitats within the North Avenue area could include jurisdictional waters and wetlands associated with the upper reaches of Manuel Canyon Creek, oak woodland, walnut woodland, and bunchgrass grasslands. Habitat impacts could occur via direct removal, introduction of incompatible landscape species, and increased human intrusion. Sensitive habitat areas that could be affected by development of the Poinsettia area are limited to the jurisdictional Harmon Canyon Barranca, as seen in Photo 4 on Figure 4.4-4. Implementation of General Plan Action 1.8 would require a buffer from the top of bank of the Santa Clara River bed, and would reduce potential impacts to a less than significant level. The Poinsettia area also includes several windows of poplars that could potentially be affected by development of that area. However, General Plan Action 1.23 calls for the preservation of windrows. Implementation of these actions would reduce impacts to a less than significant level.

MITIGATION MEASURES

Compliance with proposed 2005 General Plan actions would reduce potential impacts to sensitive habitats to a less than significant level. No additional mitigation measures are required.

SIGNIFICANCE AFTER MITIGATION

Implementation of proposed 2005 General Plan policies and actions would reduce impacts to sensitive habitats, including mature trees, to a less than significant level for any of the six scenarios.

Impact BIO-3	**All of the General Plan land use scenarios would largely avoid impacts to special-status plant and animal species by emphasizing intensification/reuse of already urbanized areas rather than developing greenfields at the City's periphery. Potential impacts could occur in certain locations, but would be addressed through implementation of proposed General Plan policies and actions. Impacts are considered Class III, *less than significant*, for all six scenarios.**

Each of the land use scenarios focuses predominantly on intensification of existing developed areas, with some potential for development in agricultural and/or relatively disturbed areas. As such, the potential for special-status species impacts is limited due to the extent of habitats that can support these resources in the Planning Area. When present, special-status species are most likely to be associated with the Ventura and Santa Clara Rivers (e.g. least Bell's vireo, steelhead trout, southwestern pond turtle), and trees or windrows (nesting birds, monarch butterfly, sensitive bats). Special-status species could also occur in the small areas of oak woodland, riparian, wetland, and other native habitats that are present in the Planning Area.

It should also be noted that removal of the hillside areas above the City from the Sphere of Influence, as is anticipated to occur under any of the six land use scenarios, would avoid the potential for impacts to special-status species in that portion of the Planning Area.

General Plan Action 1.19, listed under Impact BIO-2, requires projects near sensitive habitat areas to include surveys for listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species. Action 1.22 requires the City to update its tree protection guidelines to protect mature trees on public and private property. Action 1.23 requires the preservation of healthy tree windrows associated with current and former agricultural uses. Action 1.24 requires the preservation or 3:1 replacement of indigenous tree species.

Scenario 1 – Intensification/Reuse Only

Scenario 1 generally involves the intensification of development in already developed or disturbed areas. Special-status species are therefore limited within the intensification areas. Development of the Upper North Avenue, North Avenue, and Saticoy districts could affect special-status species offsite and downstream along the Santa Clara and Ventura Rivers (e.g. least Bell's vireo, arroyo chub, steelhead trout, southwestern pond turtle, two-striped garter snake) via water quality impacts (erosion and spills), reduction of vegetation buffers and increased human intrusion. Areas of native vegetation or natural drainages associated with the Upper North Avenue and North Avenue districts and the Mariano Ranch area in the hillsides above Foothill Road could also support special-status species (e.g. coast horned lizard, silvery legless lizard, burrowing owl, and sensitive plants) and could be affected by removal of native vegetation. Although the dune habitat west of Spinnaker Drive in the Harbor District would be restored as part of future development, short-term impacts to sensitive plants and animals (e.g. Western snowy plover and sensitive plants) could occur during construction. Impacts to special-status species in these areas would be reduced to less than significant with the

implementation of Action 1.19, which requires project proponents to conduct surveys for listed species and provide buffers and other mitigation as necessary.

Trees and windrows could be used for nesting (e.g. raptors, nesting birds) or wintering (e.g. monarch butterfly) by special-status species. Several sensitive bats could also utilize these areas, but would not be significantly affected by development, as they are highly mobile, relatively adapted to human environments, and have adjacent open space areas available to them. Notable areas with large trees or windrows that could be affected by development include the Upper North Avenue, North Avenue, Arundell, and Saticoy districts, and other agricultural lands within the SOI that are slated for residential development (including the agricultural area near the 101/126 interchange and several agricultural properties in the Saticoy area). Actions 1.22, 1.23, and 1.24 require the preservation of mature tree, including windrows. Implementation of these actions, in combination with the requirements of Action 1.19, would reduce impacts to a less than significant level.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Scenario 2 includes the same intensification potential as described for Scenario 1, as well as the possible future development of the North Avenue, Olivas, and Serra expansion areas. Development of the North Avenue expansion area could affect special-status species associated with oak woodland, coastal sage scrub and Manuel Canyon Creek (e.g. burrowing owl, San Diego woodrat, coastal western whiptail, patch-nosed snake, nesting birds, oak trees, etc.). Special-status species potentially associated with the Olivas and Serra areas are anticipated to be limited to species associated with trees and windrows (e.g. nesting birds, monarch butterfly wintering areas). Species associated with the Santa Clara River area (e.g. least Bell's vireo, steelhead trout, southwester pond turtle) could also be adversely affected with development of the Serra area. General Plan Action 1.19 requires proponents of projects near sensitive habitat areas to conduct special-status species and mitigate impacts as necessary. Actions 1.22, 1.23, and 1.24 require the protection of mature trees, including windrows. Implementation of these actions would reduce impacts to a less than significant level.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Scenario 3 includes the same intensification potential as described for Scenario 1, as well as the possible future development of the North Avenue and Olivas expansion areas. As discussed under Scenario 2, development of the North Avenue area could affect special-status species associated with the oak woodland, coastal sage scrub, and Manuel Canyon Creek onsite (e.g. burrowing owl, San Diego woodrat, coastal western whiptail, patch-nosed snake, nesting birds, oak trees, etc.). Special-status species potentially associated with the Olivas area are anticipated to be limited to species associated with trees and windrows (e.g. nesting birds, and monarch butterfly wintering areas), although sensitive birds may use the wetland areas onsite for foraging. As discussed under Scenario 2, implementation of proposed 2005 General Plan actions would reduce impacts to a less than significant level.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Scenario 4 includes the same intensification potential as described for Scenario 1, as well as the possible future development of the North Avenue and Serra expansion areas. As discussed

under Scenario 2, development of the North Avenue area could affect special-status species associated with oak woodland, coastal sage scrub, and Manuel Canyon Creek onsite (e.g. burrowing owl, San Diego woodrat, coastal western whiptail, patch-nosed snake, nesting birds, oak trees, etc.). Special-status species potentially associated with the Serra area are anticipated to be limited to species associated with trees and windrows (e.g. nesting birds, and monarch butterfly wintering areas) and species associated with the Santa Clara River area (e.g. least Bell's vireo, steelhead trout). As discussed under Scenario 2, implementation of proposed 2005 General Plan actions would reduce impacts to a less than significant level.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Scenario 5 includes the same intensification potential as described for Scenario 1, as well as the possible future development of the North Avenue and Western Cañada Larga areas. As discussed under Scenario 2, development of the North Avenue area could affect special-status species associated with the oak woodland, coastal sage scrub, and Manuel Canyon Creek onsite (e.g. burrowing owl, San Diego woodrat, coastal western whiptail, patch-nosed snake, nesting birds, oak trees, etc.). Although relatively small in size, the Western Cañada Larga area could include special-status species associated with oak woodlands, scrub, grasslands, and riparian areas present onsite and connected to more extensive open space areas to the north. Special-status species associated with the segment of the Ventura River floodplain onsite and downstream open water areas (e.g. least Bell's vireo, steelhead trout, southwestern pond turtle) could also be affected. Trees and windrows in these areas could support nesting birds and Monarch butterfly wintering areas. As discussed under Scenario 2, implementation of proposed 2005 General Plan actions would reduce impacts to a less than significant level.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Scenario 6 includes the same intensification potential as described for Scenario 1, as well as the possible future development of the North Avenue and Poinsettia expansion areas. Development of the North Avenue area could affect special-status species associated with the oak woodland, coastal sage scrub, and Manuel Canyon Creek onsite (e.g. burrowing owl, San Diego woodrat, coastal western whiptail, patch-nosed snake, nesting birds, oak trees, etc.). Special-status species potentially associated with the Poinsettia area are anticipated to be limited to species associated with trees and windrows (e.g. nesting birds, and monarch butterfly wintering areas). As discussed under Scenario 2, implementation of proposed 2005 General Plan actions would reduce impacts to a less than significant level.

MITIGATION MEASURES

Implementation of 2005 General Plan Action 1.19 would require protect state and federally listed species and buffer such species from urban uses. Actions 1.22, 1.23, and 1.24 would preserve existing mature trees, including windrows. Additional mitigation is not needed.

SIGNIFICANCE AFTER MITIGATION

Implementation of proposed 2005 General Plan policies would reduce impacts to special-status plant and animal species to a less than significant level for any of the six scenarios.

Impact BIO-4	**All of the General Plan land use scenarios would largely avoid impacts to wildlife movement corridors by emphasizing intensification/reuse of existing urbanized areas. Implementation of General Plan Actions 1.8, 1.9, and 1.10 would maintain ecological connectivity corridors through urban spaces and potentially enhance connectivity in some locations. Therefore, impacts to wildlife movement are considered Class III, *less than significant*, for all six scenarios.**

The proposed scenarios for growth focus predominantly on intensification of existing developed areas and limited expansion into agricultural and/or relatively disturbed areas. As such, the potential for impacts to wildlife corridors is limited and is primarily associated with the semi-natural drainages located in the western and southern portions of the Planning Area (Ventura and Santa Clara Rivers, and Weldon Canyon, Cañada Larga, Manuel Canyon, Cañada de las Encinas and School Canyon Creeks). It should also be noted that removal of the hillside areas above the City from the Sphere of Influence, as is anticipated to occur under any of the six land use scenarios, would limit the potential for impacts to wildlife corridors in that portion of the Planning Area.

As noted under Impact BIO-1, proposed General Plan Action 1.8 requires buffers between barrancas and creeks that retain natural soil slopes and new development. Action 1.9 prohibits the placement of material in watercourses other than native plants and required flood control structures, and Action 1.10 requires the removal of concrete channel structures as funding allows, and where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential.

Scenario 1 – Intensification/Reuse Only

Scenario 1 generally emphasizes the intensification of development in already developed or disturbed areas. Wildlife movement corridors are therefore limited only to those portions of the plan that have open space areas, or drainages that connect open space areas. Development of the Upper North Avenue, North Avenue, and Saticoy districts, and other areas such as Mariano Ranch (undeveloped area within the existing City limits above Foothill Road) could potentially affect animal movement, especially along the existing creeks/barrancas and the Ventura and Santa Clara Rivers. However, implementation of the buffer requirement of Action 1.8 and restoration of these drainages as part of Action 1.10 could have a beneficial effect to wildlife movement. Impacts to wildlife corridors under this scenario are therefore considered less than significant.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Scenario 2 includes the same intensification potential as described for Scenario 1, as well as the possible future development of the North Avenue, Olivas, and Serra expansion areas. Manuel Canyon Creek, which crosses through the North Avenue expansion area, is considered a significant wildlife corridor between the Ventura River area and hillsides to the east and could potentially be adversely affected by development of that area. Arundell and Harmon Canyon

Barrancas, which are associated with the Olivas and Serra areas respectively, are not anticipated to be significant corridors due to their high level of disturbance and lack of native vegetation. It should be noted that improvements to these drainages during future development could improve the quality of these areas for wildlife movement. Development along the banks of the Santa Clara River as part of the development of the Serra area could adversely affect fish and wildlife movement along the River. Implementation of
General Plan Action 1.8, which would require a buffer of natural vegetation, would reduce potential impacts to less than significant. Implementation of Action 1.10 on Arundell Barranca through the Olivas area could restore wildlife movement values to some degree along that concrete channel.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Scenario 3 includes the same intensification potential as described for Scenario 1, as well as the North Avenue, and Olivas areas. Manuel Canyon Creek is considered a significant wildlife corridor within the North Avenue expansion area and could be adversely affected by development. Arundell Barranca, which is associated with the Olivas area, is not a significant corridor due to its channelized nature and lack of vegetation. As discussed under Scenario 2, implementation of proposed General Plan actions would reduce impacts to a less than significant level.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Scenario 4 includes the same intensification potential as described for Scenario 1, as well as the North Avenue, and Serra areas. Manuel Canyon Creek is considered a significant wildlife corridor within the North Avenue expansion area and could be adversely affected by development. Harman Canyon Barranca, which is associated with the Serra area, is not a significant wildlife corridor due to its high level of disturbance and areas lacking vegetation. As discussed under Scenario 2, implementation of proposed General Plan actions would reduce impacts to a less than significant level.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Scenario 5 includes the same intensification potential as described for Scenario 1, as well as the North Avenue, and Western Cañada Larga areas. Manuel Canyon Creek is considered a significant wildlife corridor within the North Avenue expansion area and could be adversely affected by development. Cañada Larga and Weldon Canyon Creeks associated with the Western Cañada Larga area are considered significant wildlife corridors between the Ventura River area and hillsides to the east and northeast, and could also be adversely affected by development of that area. However, implementation of Action 1.8, which would require a buffer of natural vegetation, would reduce potential impacts to a less than significant level.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Scenario 6 includes the same intensification potential as described for Scenario 1, as well as the North Avenue, and Poinsettia areas. Manuel Canyon Creek is considered a significant wildlife corridor within the North Avenue expansion area and could be adversely affected by development. However, implementation of General Plan Action 1.8, which would require a

buffer of natural vegetation, would reduce potential impacts to a less than significant level. Harmon Canyon Barranca, which is the eastern boundary of the Poinsettia area, is not anticipated to be a significant corridor due to its high level of disturbance and areas lacking vegetation. Restoration of the barranca as part of the development of the Poinsettia in accordance with Action 1.10 would have a beneficial effect to wildlife movement.

MITIGATION MEASURES

Compliance with proposed General Plan policies and actions would reduce potential impacts to wildlife corridors to a less than significant level. No additional mitigation measures are required.

SIGNIFICANCE AFTER MITIGATION

Implementation of General Plan Actions 1.8, 1.9, and 1.10 would reduce impacts to wildlife corridors to a less than significant level for any of the six scenarios.

4.5 CULTURAL and HISTORIC RESOURCES

This section analyzes the impacts of the 2005 General Plan on cultural and historic resources. Impacts to both pre-historic archaeological resources and historic resources are addressed.

4.5.1 Setting

Cultural resources include pre-historic resources, historic resources, and Native American resources. Pre-historic resources represent the remains of human occupation prior to European settlement. Historic resources represent remains after European settlement and may be part of a "built environment," including man-made structures used for habitation, work, recreation, education and religious worship. Historic resources may also include natural features, sites, or areas having historical, archaeological, cultural, or aesthetic significance. Native American resources include cultural elements pertaining to Native American issues and values.

The Ventura Planning Area is rich in cultural and historic resources. In addition to numerous pre-historic sites in the vicinity, about 100 sites (primarily in the Downtown area) and four neighborhood districts have been designated as historic. Figure 4.5-1 shows the locations of these districts and sites.

a. Pre-historic Resources. 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.

Significant Recorded Pre-historic Sites. For the 1989 Comprehensive Plan Master EIR, an inventory of recorded archaeological sites was compiled from the files of the State Information Center, Institute of Archaeology, University of California at Los Angeles, site records, excavation reports, and relevant literature. This information has been updated for the 2005 General Plan with materials obtained from the City, local museums, Native American organizations, and historical groups.

Within the Planning 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. Pre-historic 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. Key areas include: Shisholop Village, the San Buenaventura Mission, and village sites in the North Avenue community, Saticoy, and Taylor Ranch. Drainages, especially the Ventura River, are also important archaeological locations. Some of the major resources are described below.

Shisholop Village. Also known as Historic Landmark 18, this site, located at the foot of Figueroa Street in Downtown Ventura, once contained a Chumash village believed to have been a Chumash provincial capital. One portion of the village has been excavated. Additional remains may exist.

Mission Area. Village sites exist on both the north and south sides of Main Street in downtown Ventura. Important structures associated with the Mission have also been

documented. The Mission Aqueduct, which is fragmented, lies in sections as it heads north and south from the Mission property.

North Avenue Community. Two different parts of a major Chumash village have been excavated in one area. In another location, excavation revealed "dark mound soil" which contrasted to the light claylike surrounding soils. This location has been covered by a dwelling, roads, gardens, and orchards. The owner of the property collected mortars, pestles, milling stones, and projectile points, as well as branding irons, spurs, and knives. A segment of the Mission aqueduct runs along the base of a hill east and south of the site. Since the original recording of the site, the construction of State Route 33 may have affected part of the front yard. The owner has since died; the whereabouts of his collection are unknown.

Saticoy Community. Included in this area is a village site, most likely Chumash, covering an area that is 300 by 1,000 feet, containing projectile points, scrapers, blades, drills, manos, milling stones, and trading beads. A cemetery, potentially Chumash, is also located in Saticoy.

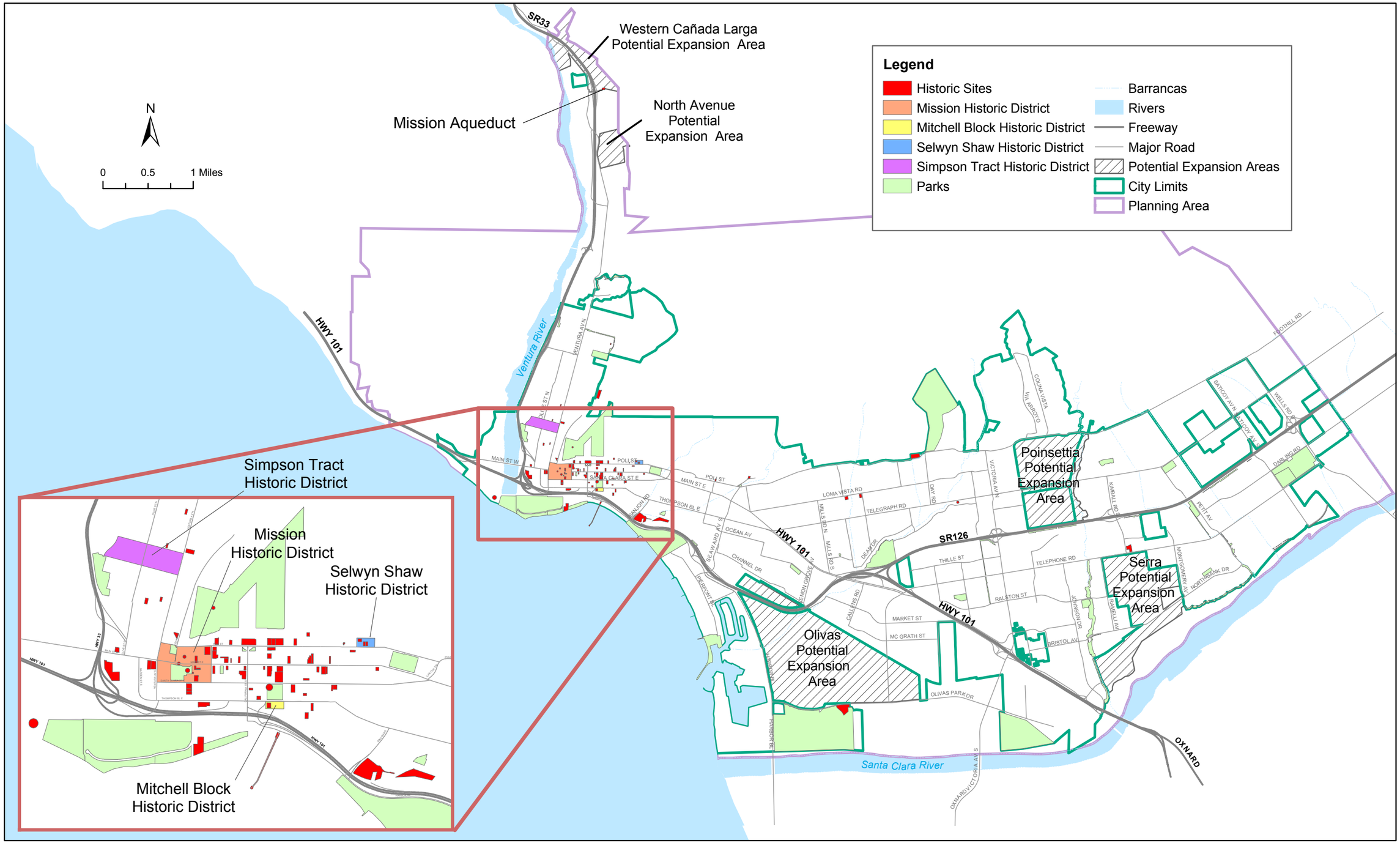
Taylor Ranch. A major village has been excavated at Taylor Ranch, which is located west of the Ventura River. This site has been deemed the "most prominent cultural resource within the area" *(*Singer and Atwood, 1987*)*. Estimated to be from the Oak Grove (Milling Stone) period, the site measures 500 by 1,000 feet, and includes the following artifacts: milling stones, hammerstones, and various flakes.

b. Historic Resources. There are a total of 96 designated historic sites/points of interest and four historic districts within the Planning Area. These include local, County, State, and National Register landmarks, landmark districts, and points of interest. The City owns several historic properties operated as sites open to the public and run by the Parks and Recreation Department. These include the Olivas Adobe, Ortega Adobe, Albinger Archaeological Museum, and other recorded archaeological sites in the Downtown area.

Historic sites include the Mission and its facilities, the Ortega adobe and the Olivas adobe, the Santa Gertrudis Chapel and San Miguel Chapels, and Chinatown. Historical landmarks that may also contain significant archaeological resources are mainly the nineteenth and early twentieth century residences of Ventura citizens, or early commercial buildings such as the Ferraud and Peirano stores downtown or the Bard Hospital on North Fir Street.

In 1982, the City received a grant from the State Office of Historic Preservation to conduct a comprehensive survey of the Downtown and Ventura Avenue areas. This study, combined with the Historical Architectural Survey completed in 1980 as part of the Downtown San Buenaventura Redevelopment Study Area, created a list of potential landmark sites in the downtown and Avenue areas of the City. Many of these proposed landmarks have since been designated.

The identification and designation of landmarks and points of interest outside City limits is the responsibility of the Ventura County Cultural Heritage Board. Landmarks include structures, natural features, sites, or areas having historical, archaeological, cultural, or aesthetic significance. The Ventura County Cultural Heritage Board also has designated a number points of interest, which include: sites of historical events; sites of historical resources or



Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.

Historic Districts and Sites Figure 4.5-1

City of Ventura

structures that no longer exist; and, natural features or areas having historical significance. Ventura County landmarks and points of interests that are located within the Planning Area include "Five Trees," the Saticoy Walnut Growers Association Warehouse, the Saticoy Bean Warehouse, and the Farmers and Merchants Bank of Santa Paula.

In addition to the properties identified through the Cultural Heritage Survey, the Ventura Historic Preservation Committee is continually considering other sites eligible for landmark status. After recommendation from the Historic Preservation Committee, the Ventura Planning Commission holds a public hearing and sends the subject application to the City Council. If the proposed landmark meets the applicable standards set forth in the Ventura City Code 1971, Section 3.310.170, then the Council may vote to adopt a resolution approving a landmark or point of interest and refer such recommendation to the County Clerk's office.

Appendix D includes a complete list of designated historic sites, points of interest, and historic districts within the Planning Area.

c. Regulatory Setting. A property may be designated as historic by National, State, or local authorities. In order for a building to qualify for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a locally significant property in the City of Ventura, it must meet one or more identified criteria of significance. If the designation is for a building, the structure should also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated. An explanation of these designations follows.

National Register of Historic Places. The National Register of Historic Places (NRHP), which is administered by the National Park Service, is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." However, the federal regulations explicitly provide that National Register listing of private property "does not prohibit under federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property."

Listing in the National Register assists in preservation of historic properties through the following actions: recognition that a property is of significance to the nation, the state, or the community; consideration in planning for Federal or federally assisted projects; eligibility for Federal tax benefits; consideration in the decision to issue a federal permit; and qualification for Federal assistance for historic preservation grants, when funds are available. Properties may qualify for NRHP listing if they:

A. *Are associated with events that have made a significant contribution to the broad patterns of our history*
B. *Are associated with the lives of persons significant in our past*
C. *Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction*
D. *Have yielded, or may be likely to yield, information important in prehistory or history*

According to the NRHP guidelines, the essential physical features of a property must be present for it to be considered significant. Further, in order to qualify for the NRHP, a resource must retain its integrity, or the "ability to convey its significance." The seven aspects of integrity are:

1. ***Location*** *(the place where the historic property was constructed or the place where the historic event occurred);*
2. ***Design*** *(the combination of elements that create the form, plan, space, structure, and style of a property);*
3. ***Setting*** *(the physical environment of a historic property);*
4. ***Materials*** *(the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property);*
5. ***Workmanship*** *(the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory);*
6. ***Feeling*** *(a property's expression of the aesthetic or historic sense of a particular period of time); and*
7. ***Association*** *(the direct link between an important historic event or person and a historic property).*

The relevant aspects of integrity depend upon the NRHP criteria applied to the property. For example, a property nominated under the location criterion would be likely to convey its significance primarily through integrity of location, setting, and association. A property nominated solely under the design criterion would usually rely primarily on integrity of design, materials, and workmanship. The California Register procedures include similar language with regard to integrity.

California Register of Historic Resources. The California Register of Historic Resources is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate which properties are to be protected, to the extent prudent and feasible, from substantial adverse change. A resource is eligible for listing on the California Register if it meets any of the following criteria for listing:

A. *It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
B. *It is associated with the lives of persons important in our past;*
C. *It embodies the distinctive work of an important creative individual, or possesses high artistic values; or*
D. *It has yielded, or may be likely to yield, information important in prehistory or history.*

The California Register may also include properties listed in "local registers" of historic properties. A "local register of historic resources" is broadly defined in Public Resources Code Section 5020.1(k) as "a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." Local registers of historic properties come in two forms: (1) surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current; and (2) landmarks designated under local ordinances or resolutions (Public Resources Code Sections 5024.1, 21804.1, 15064.5).

By definition, the California Register of Historic Resources also includes all "properties formally determined eligible for, or listed in, the National Register of Historic Places," (NRHP) and certain specified State Historical Landmarks. The majority of formal determinations of NRHP eligibility occur when properties are evaluated by the State Office of Historic Preservation in connection with federal environmental review procedures (Section 106 of the Historic Preservation Act of 1966). Formal determinations of eligibility also occur when properties are nominated to the NRHP, but are not listed due to owner objection. The minimum age criterion for the NRHP and the California Register is 50 years. Properties less than 50 years old may be eligible for listing on the NRHP if they can be regarded as "exceptional", as defined by the NRHP procedures, or in terms of the California Register, if "it can be demonstrated that sufficient time has passed to understand its historical importance."

City of Ventura Criteria. The City of Ventura Municipal Code, Chapter 24.455, *Historic Preservation Regulations*, establishes the procedures for identifying, designating, and preserving historic landmarks or points of interest. Pursuant to §24.455.120.2, a building, structure, archaeological excavation, or object that is unique or significant because of its location, design, setting, materials, workmanship, or aesthetic feeling may qualify as a landmark if it is marked by any of the following:

A. *Events that have made a meaningful contribution to the nation, state, or community*
B. *Lives of persons who made a meaningful contribution to national, state, or local history*
C. *Embodying the distinctive characteristics of a type, period, or method of construction*
D. *Reflecting or exemplifying a particular period of the national, state, or local history*
E. *The work of one or more master builders, designers, artists, or architects whose talents influenced their historical period, or work that otherwise possesses high artistic value*
F. *Representing a significant and distinguishable entity whose components may lack individual distinction*
G. *Yielding or likely to yield, information important to national, state, or local history or prehistory*

Pursuant to §24.455.120.3, any real property or object may qualify as a point of interest if:

A. *It is the site of a building, structure, or object that no longer exists but was associated with historic events, important persons, or embodied a distinctive character of architectural style.*
B. *It has historic significance, but was altered to the extent that the integrity of the original workmanship, materials, or style is substantially compromised.*
C. *It is the site of a historic event which has no distinguishable characteristics other than that a historic event occurred there and the historic significance is sufficient to justify the establishment of a historic landmark.*

Potential landmarks or points of interests are first considered by the Historic Preservation Committee at a noticed public hearing and with the property owner's permission. The Historic Preservation Committee then makes a recommendation to the Planning Commission. After consideration of the Historic Preservation Committee's recommendation, the Planning Commission is responsible for making a recommendation to the City Council, which, after consideration at a noticed public hearing, has sole authority to designate landmarks or points of interest.

In addition to the designation of individual historical landmarks and points of interest, the Historic Preservation Committee, Planning Commission, and, ultimately, the City Council may designate certain areas of the City as Historic District (HD) Overlay Zones, pursuant to the City of Ventura Municipal Code, Chapter 23.340 and §24.455.310. The purpose of the HD Overlay Zone is to regulate a landmark, point of interest, or any combination thereof in order to:

A. *Protect against destruction or encroachment upon such areas and structures*
B. *Encourage uses which promote the preservation, maintenance, or improvement of landmarks and points of interest*
C. *Assure that new structures and uses within such areas will be in keeping with the character to be preserved or enhanced*
D. *Promote the educational and economic interests of the entire City*
E. *Prevent creation of environmental influences adverse to such purposes*

The procedure for establishing an HD Overlay Zone is similar to that required for designating a historical landmark or point of interest and includes recommendations by the Historic Preservation Committee and Planning Commission to the City Council for consideration at noticed public hearings. After designation as a historical landmark, point of interest, or Historic District, future development that might have an impact on designated buildings, structures, or areas is subject to design review for compliance with any architectural and development guidelines that the City Council has adopted as a part of the designation process.

The City has adopted the Mills Act, a state law that grants local governments the authority to directly implement a historic preservation program to encourage the preservation and restoration of designated Historic Landmarks. In exchange for property tax relief, property owners agree to maintain and preserve the exterior of their properties according to the Secretary of the Interior's Standards for the Treatment of Historical Properties guidelines

4.5.2 Impact Analysis

a. Methodology and Significance Thresholds. Evaluation of significance under the California Environmental Quality Act is based on eligibility for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources. The NRHP is an effective planning tool for both long- and short-term cultural resource management considerations. An evaluation of significance in pre-historic and historic sites is usually measured by a number of variables, which reflect their applicability to present and future research questions posed by scientists in describing and explaining culture change.

Comprehensively, a project that follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (1992) or *the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), shall be considered as mitigated to a level of less than significant impact on the historical resource.

Archaeological materials are extremely fragile and non-renewable. Thus, any activity that alters the surface of the land, inducing archaeological pursuits, can affect these resources. The cultural resource evaluation process requires that a resource, or the information it represents, be

related to some framework held in common by all archaeologists, and thus provide a measure of reference for determining the potential significance of similar resources. This framework usually addresses research orientation, and geographic, cultural, and temporal questions within the context of significance.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources [pursuant to section 5020.1(k) of the Public Resources Code], or identified in an historical resources survey [meeting the criteria in section 5024.1(g) of the Public Resources Code] does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

If development conducted pursuant to the 2005 General Plan could potentially cause damage to a significant archaeological resource, implementation of the General Plan may have a significant effect on the environment. Section 15064.5 of CEQA pertains to the determination of the significance of impacts to archaeological and historic resources. CEQA §15126.4(b) provides guidelines that assist in determining appropriate mitigation measures when it is determined that a project has the potential to create a significant impact on archaeological resources. Achieving CEQA compliance with regard to treatment of impacts to significant cultural resources requires that a mitigation plan be developed for the resource(s). Preservation in place is the preferred manner of mitigating impacts to significant archaeological resources.

Direct impacts may occur by:

- *Physically damaging, destroying, or altering all or part of the resource*
- *Altering characteristics of the surrounding environment that contribute to the resource's significance*
- *Neglecting the resource to the extent that it deteriorates or is destroyed. Indirect impacts primarily result from the effects of project-induced population growth. Such growth can result in increased construction as well as increased recreational activities that can disturb or destroy cultural resources*
- *The incidental discovery of cultural resources without proper notification*

Direct impacts can be assessed by identifying the types and locations of proposed development, determining the exact locations of cultural resources, assessing the potential significance of the resources that may be affected, and determining the appropriate mitigation.

Indirect impacts primarily result from the effects of growth accommodated under the General Plan. Such growth can result in increased construction as well as increased recreational activities that can disturb or destroy cultural resources. Due to their nature, indirect impacts are much harder to assess and quantify.

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of impacts to cultural and historic resources for each of the scenarios under consideration. A discussion of the impacts follows.

Impact CR-1	**Growth accommodated under any of the six scenarios could adversely affect previously identified and unidentified pre-historic archaeological resources. However, implementation of policies and actions included in the 2005 General Plan would reduce impacts to a Class III, *less than significant*, level for any of six land use scenarios.**

A number of archaeological resource areas have been identified within the Planning Area. Notable sites include the Shisholop Village at the foot of Figueroa Street, the Mission area, two different parts of a Chumash Village in the North Avenue area, a village site and cemetery in Saticoy, and a village on Taylor Ranch. In general, the areas where future development intensification and reuse are likely to occur would not affect these known sites. Although there is the possibility that as yet undiscovered resources could be present at any location, based on the fact that most of the intensification/reuse sites have been previously graded, the likelihood of finding intact resources is considered low. Areas with the greatest potential for intact resources that could potentially be disturbed include portions of the North Avenue area (e.g., the area south of the Brooks Institute that is not developed), portions of the Downtown neighborhood, and Saticoy.

None of the potential expansion areas have been formally surveyed for archaeological resources. No known archaeological resources are present in any of the expansion areas and all of the areas have been substantially disturbed by past grading and agricultural activities. Therefore, the likelihood that significant archaeological resources are present is not considered high. Nevertheless, the Serra and Poinsettia areas are located within the vicinity of archaeologically sensitive areas, as resources have been identified on other sites in the East Ventura area, particularly near Saticoy. In addition, the Mission Aqueduct, which stretched from Cañada Larga to the San Buenaventura Mission and south through the Downtown area, is thought to cross through the western portion of the North Ventura Avenue expansion area, though it is not known whether any trace of that resource remains. Although archaeological resources are not expected to be a major constraint to possible future development in any of the expansion areas, archaeological investigations would be needed on a case-by-case basis for any of the areas in order to confirm the presence or absence of archaeological remains.

The 2005 General Plan includes the following policy and actions that address potential impacts to archaeological resources:

Policy 9D	*Ensure proper treatment of archaeological and historic resources.*
Action 9.14	*Require archaeological assessment for projects proposed in the Coastal Zone and other areas where cultural resources are likely to be located.*

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Archaeological Resources (Impact CR-1)	Future development could potentially disturb previously unknown archaeological resources. However, implementation of policies and actions in the 2005 General Plan would reduce impacts to Class III, less than significant.	Impacts similar to Scenario 1. North Avenue and Serra expansion areas are in areas of archaeological significance. Impacts are Class III, less than significant, with implementation of 2005 General Plan policies and actions.	Impacts similar to Scenario 1. North Avenue expansion area is in an area of archaeological significance. Impacts are Class III, less than significant, with implementation of 2005 General Plan policies and actions.	Impacts similar to Scenario 1. North Avenue and Serra expansion areas are in areas of archaeological significance. Impacts are Class III, less than significant, with implementation of 2005 General Plan policies and actions.	Impacts similar to Scenario 1. North Avenue and Western Cañada Larga expansion areas are in an area of archaeological significance. Impacts are Class III, less than significant, with implementation of 2005 General Plan policies and actions.	Impacts similar to Scenario 1. North Avenue expansion area is in an area of archaeological significance. Impacts are Class III, less than significant, with implementation of 2005 General Plan policies and actions.
Historic Resources (Impact CR-2)	Possible impacts to existing Historical Districts and historical landmarks due to intensification and reuse. However, implementation of proposed 2005 General Plan policies and actions would reduce impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Possible impacts relating to future demolition of farmhouses and ancillary structures in North Avenue, Olivas, and Serra expansion areas. North Avenue area potentially includes remnants of the Mission Aqueduct. Implementation of General Plan policies and actions reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Possible impacts relating to future demolition of farmhouses and ancillary structures in North Avenue and Olivas expansion areas. North Avenue area potentially includes remnants of the Mission Aqueduct. Implementation of General Plan policies and actions reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Possible impacts relating to future demolition of farmhouses and ancillary structures in North Avenue and Serra expansion areas. North Avenue area potentially includes remnants of the Mission Aqueduct. Implementation of General Plan policies and actions reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Possible impacts relating to future demolition of farmhouses and ancillary structures in North Avenue expansion area. North Avenue and Western Cañada Larga areas potentially include remnants of the Mission Aqueduct. Implementation of General Plan policies and actions reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Possible impacts relating to future demolition of farmhouses and ancillary structures in North Avenue expansion area. North Avenue area potentially includes remnants of the Mission Aqueduct. Implementation of General Plan policies and actions reduces impacts to Class III, less than significant.

Action 9.15 *Suspend development activity when archaeological resources are discovered, and require the developer to retain a qualified archaeologist to oversee handling of the resources in coordination with the Ventura County Archaeological Society and local Native American organizations as appropriate.*

Scenario 1 - Intensification/Reuse Only

Scenario 1 emphasizes intensification and reuse of areas within the existing SOI that are already urbanized or designated for urban uses, and does not include expansion areas. Due to the extensive ground disturbance associated with urbanization and agricultural activity that has occurred throughout most of the SOI, it is unlikely that development that would be accommodated under this scenario would disturb any known significant archaeological resources. However, as discussed above, development could occur within the vicinity of known archaeological sites, particularly within the North Avenue, Downtown, and Saticoy districts. As such, grading and trenching activities associated with new development that would occur under Scenario 1 have the potential to disturb previously unknown archaeological resources. Potentially significant impacts would be mitigated through implementation of 2005 General Plan Actions 9.14 and 9.15.

Scenario 2 - Intensification/Reuse + North Avenue + Olivas + Serra

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 2 would accommodate the possible future development of the North Avenue, Olivas, and Serra expansion areas. The Serra and North Avenue expansion areas are located within the vicinity of known archaeological resources in the east Ventura/Saticoy and North Avenue areas, respectively. The Olivas expansion area consists primarily of agricultural lands that have experienced ground disturbance activities and is in an area that is not known to be of archaeological significance; nevertheless, the potential remains for previously unknown archaeological resources to be present within the Olivas area. Development under Scenario 2 has the potential to disturb previously unknown archaeological resources. Potentially significant impacts would be mitigated through implementation of 2005 General Plan Actions 9.14 and 9.15.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 2 would accommodate the possible future development of the North Avenue and Olivas expansion areas. As discussed above under Scenarios 1 and 2, known resources are present in portions of the City, notably the North Avenue, Downtown, and Saticoy districts. No known archaeological deposits are present in the North Avenue or Olivas expansion areas, though the North Avenue expansion area is within an area of archaeological significance. Development accommodated under this scenario has the potential to disturb previously unknown archaeological resources. Potentially significant impacts would be mitigated through implementation of 2005 General Plan Actions 9.14 and 9.15.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 4 would accommodate the possible future development of the North Avenue and Serra expansion areas. As discussed above under Scenarios 1 and 2, known resources are present in portions of the City, notably the North Avenue, Downtown, and Saticoy districts. No known archaeological deposits are present in the North Avenue or Serra expansion areas; however, both of these expansion areas are within portions of the Planning Area that are known to be of archaeological significance. Development accommodated under this scenario has the potential to disturb previously unknown archaeological resources. Potentially significant impacts would be mitigated through implementation of 2005 General Plan Actions 9.14 and 9.15.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 5 would accommodate the possible future development of the North Avenue and Western Cañada Larga expansion areas. As discussed above under Scenarios 1 and 2, known resources are present in portions of the City, notably the North Avenue, Downtown, and Saticoy districts. No known archaeological deposits are present in the North Avenue or Western Cañada Larga expansion areas, though both areas are within a general area that is known to be of archaeological significance. Development accommodated under Scenario 5 has the potential to disturb previously unknown archaeological resources. Potentially significant impacts would be mitigated through implementation of 2005 General Plan Actions 9.14 and 9.15.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 6 would accommodate the possible future development of the North Avenue and Poinsettia expansion areas. As discussed above under Scenarios 1 and 2, known resources are present in portions of the City, notably the North Avenue, Downtown, and Saticoy districts. No known archaeological deposits are present in the North Avenue or Poinsettia expansion areas, though the North Avenue expansion area is within a general area that is known to be of archaeological significance. Development accommodated under Scenario 6 has the potential to disturb previously unknown archaeological resources. Potentially significant impacts would be mitigated through implementation of 2005 General Plan Actions 9.14 and 9.15.

MITIGATION MEASURES

Implementation of Policy 9D and Actions 9.14 and 9.15 would reduce potential archaeological resource impacts to a less than significant level for all six land use scenarios. Mitigation is not required.

SIGNIFICANCE AFTER MITIGATION

Implementation of policies and actions included in the 2005 General Plan would reduce the potential for impacts to archaeological resources to a less than significant level for any of the six land use scenarios.

Impact CR-2	**Several of the growth districts and corridors include identified historic resources, as does the Western Cañada Larga expansion area. The other expansion areas also include structures that meet the minimum age criterion for eligibility for the National and California Registers of Historic Places. However, implementation of proposed 2005 General Plan policies and actions, in combination with existing regulatory requirements, would reduce impacts to a Class II, *less than significant,* level for Scenarios 1-6.**

There are 96 designated historic resources within the current SOI. Among the notable historic resources are San Buenaventura Mission, the Ortega and Olivas Adobes, and the Santa Gertrudis and San Miguel chapels. (See Appendix D for a complete list and description of historic resources within the Planning Area.)

Four historic districts have also been established in the City. These include the Mission District, the Mitchell Block District (south of Thompson Boulevard and East of California Street), the Selwyn Shaw District (north of Poli Street between Ann Street and Hemlock Street), and the Simpson Tract District (west of Ventura Avenue and between Ramona Street and Center Street). Several of the designated Growth Districts and Corridors, where intensification and reuse would occur, contain identified historic resources.

A portion of the Mission Aqueduct, a designated County historic landmark, is located within the Western Cañada Larga expansion area. As the Mission Aqueduct at one time extended from the Mission Historic District north along the eastern foothills of the Ventura Avenue corridor approximately eight miles to the north, it is possible that portions of the Mission Aqueduct might remain within these areas. In addition, although it has not been formally designated as a historic landmark, the Fraser House is located adjacent to the North Avenue expansion area and meets at least three criteria for designation as a County historic landmark (Westside Elementary School Final EIR, 2002). There are no designated historic sites in the Olivas, Poinsettia, and Serra expansion areas; however, all of these areas include older farmhouses and other buildings that likely meet the minimum age criterion to qualify for the National Register of Historic Places. Meeting the minimum age criterion does not necessarily mean that the structures are eligible for listing on the National Register and, based on preliminary observations, it is not likely that structures would meet the other criteria for eligibility. However, analysis of the historic significance of the structures would be warranted in the event that development is proposed within any of these areas.

The 2005 General Plan includes the following actions that would help reduce the potential for impacts to cultural and historic resources throughout the City under Scenarios 1-6:

Action 9.16 *Pursue funding to preserve historic resources.*

Action 9.17 *Provide incentives to owners of eligible structures to seek historic landmark status and invest in restoration efforts.*

Action 9.18 *Require that modifications to historically-designated buildings maintain their character.*

Action 9.19 *For any project in a historic district or that would affect any potential historic resource or structure more than 40 years old, require an assessment of eligibility for State and federal register and landmark status and appropriate mitigation to protect the resource.*

Action 9.20 *Seek input from the City's Historic Preservation Commission on any proposed development that may affect any designated or potential landmark.*

Action 9.21 *Update the inventory of historic properties.*

Action 9.22 *Create a set of guidelines and/or policies directing staff, private property owners, developers, and the public regarding treatment of historic resources that will be readily available at the counter.*

Action 9.23 *Complete and maintain historic resource surveys containing all the present and future components of the historic fabric within the built, natural, and cultural environments.*

Action 9.24 *Create a historic preservation element.*

Implementation of the City of Ventura Historic Preservation Regulations and HD Overlay Zone regulations described in the *Setting* would also reduce impacts to historical resources within designated Historic Districts under Scenarios 1-6.

Scenario 1 – Intensification/Reuse Only

Scenario 1 emphasizes intensification and reuse of properties within the existing SOI that are either urbanized or designated for urban uses, and does not include expansion areas. Development under Scenario 1 would most likely result in development on, or adjacent to, several of the designated Historic Districts and landmarks that are located throughout the City—especially within the Downtown district, which includes the Mission, Selwyn Shaw, and Mitchell Block Historic Districts. Although impacts to historic buildings and districts could be avoided, growth accommodated under Scenario 1 would have the potential to adversely affect historic buildings and districts through either direct removal of structures or by changing the historic setting of the communities/neighborhoods in which historic buildings and other resources are located. Potentially significant impacts could be mitigated through implementation of 2005 General Plan Action 9.19.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 2 would accommodate the possible future development of the North Avenue, Olivas, and Serra expansion areas. The North Avenue expansion area could include vestiges of the Mission Aqueduct, a designated historic landmark. In addition, all three

Photo 1 - Farmhouse fronting Ventura Avenue in the North Avenue expansion area.

Photo 2 - Farmhouse and ancillary structures fronting Telephone Road in the Serra expansion area.

Farmhouses in the
North Ventura Avenue and
Serra Expansion Areas

Figure 4.5-2

expansion areas either have, or are located adjacent to, farmhouses and other structures that likely meet the minimum age criterion to qualify for the National Register of Historic Places. Figure 4.5-2 shows onsite structures in the North Avenue and Serra areas. Although no structures in any of these areas have been determined to be eligible for the National or California Registers, analysis of the historic significance of the North Avenue, Olivas, and Serra areas would be warranted at such time as any development of the areas is proposed. Potentially significant impacts could be mitigated through implementation of 2005 General Plan Action 9.19.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 3 would accommodate the possible future development of the North Avenue and Olivas expansion areas. As discussed under Scenario 2, the North Avenue area could include vestiges of the Mission Aqueduct and both expansion areas either have, or are located adjacent to, farmhouses and other buildings that likely meet the minimum age criterion to qualify for the National Register of Historic Places. Although no structures in any of these areas have been determined to be eligible for the National or California Registers, analysis of the historic significance of the North Avenue, Olivas, and Serra areas would be warranted at such time as any development of the areas is proposed. Potentially significant impacts could be mitigated through implementation of 2005 General Plan Action 9.19.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 4 would accommodate the possible future development of the North Avenue and Serra expansion areas. As discussed under Scenario 2, the North Avenue area could include vestiges of the Mission Aqueduct and both expansion areas either have, or are located adjacent to, farmhouses and other buildings that likely meet the minimum age criterion to qualify for the National and California Registers of Historic Places. Although no structures in any of these areas have been determined to be eligible for the National or California Registers, analysis of the historic significance of the North Avenue and Serra areas would be warranted at such time as any development of the areas is proposed. Potentially significant impacts could be mitigated through implementation of 2005 General Plan Action 9.19.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 5 would accommodate the possible future development of the North Avenue and Western Cañada Larga expansion areas. A portion of the Mission Aqueduct is located in the vicinity of the Western Cañada Larga expansion area. The North Avenue expansion area could include vestiges of the Mission Aqueduct and includes buildings that likely meet the minimum age criteria to qualify for the National and California Registers of Historic Places. Although no structures have been determined to be eligible for the National or California Registers, analysis of the historic significance of the North Avenue and Western Cañada Larga areas would be warranted at such time as any development of the areas is

proposed. Potentially significant impacts could be mitigated through implementation of 2005 General Plan Action 9.19.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 6 would accommodate the possible future development of the North Avenue and Poinsettia expansion areas. As discussed under Scenario 2, the North Avenue expansion area could include vestiges of the Mission Aqueduct, a designated historic landmark and also includes buildings that likely meet the minimum age criterion to qualify for the National Register of Historic Places. The Poinsettia area does not appear to contain any buildings or other resources that meet eligibility criteria for federal or state register consideration. Potentially significant impacts could be mitigated through implementation of 2005 General Plan Action 9.19.

MITIGATION MEASURES

Implementation of the City of Ventura Historic Preservation Regulations and HD Overlay Zone regulations would reduce impacts to historical resources within designated Historic Districts under Scenarios 1-6. These existing requirements, in combination with the policies included in the 2005 General Plan, would reduce historic resource impacts to a less than significant level. Mitigation is not required.

SIGNIFICANCE AFTER MITIGATION

Implementation of the policies and actions included in the 2005 General Plan, in combination with the Historic Preservation Regulations and HD Overlay Zone regulations, would reduce potential impacts to historic resources to a less than significant level for Scenarios 1-6.

4.6 GEOLOGIC HAZARDS

This section discusses potential seismic and geologic hazards in the Ventura Planning Area.

4.6.1 Setting

a. Seismic Hazards. Ventura lies in a highly active earthquake region of southern California and thus is subject to various seismic and geologic hazards, including ground shaking, surface rupture, and landslides. Each potential geological hazard is described below.

Seismically Induced Ground Shaking. Faults produce comprehensive damage in two ways: ground shaking and surface rupture. Seismically induced ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. Surface rupture is limited to very near the fault. Other hazards associated with seismically induced ground shaking include earthquake-triggered landslides and liquefaction.

Alquist-Priolo (A-P) Earthquake Fault Zones encompass surface traces of active faults that have potential for future surface fault rupture. A-P Fault Zones are designated within 500 feet from a known fault trace. Per the Alquist-Priolo legislation, no structure for human occupancy is permitted on the trace of an active fault. The term "structure for human occupancy" is defined as any structure used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year. If development is proposed within an A-P Fault Zone, a geologic study must be conducted for developments of four units or more to determine the location of the fault trace. Based on the findings in the geologic study, all structures for human occupancy must be set back a minimum of 50 feet from the fault trace because, unless proven otherwise, an area within 50 feet of an active fault is presumed to be underlain by active traces of the fault.

The U.S. Geological Survey defines active faults as those that have had surface displacement within Holocene time (about the last 11,000 years). Holocene surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and aligned saddles, sag ponds, and the existence of steep mountain fronts. Potentially active faults are those that have had surface displacement during Quaternary time, within the last 1.6 million years. Inactive faults have not had surface displacement within the last 1.6 million years. A fault is a plane or surface in the earth along which failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation and release of stress. Faults that are known to have moved in recent history (the last 200 years) are considered historically active. Faults that have exhibited signs of activity during the last 11,000 years are considered active, and faults that have exhibited signs of activity within 11,000 years to 2 to 3 million years ago are considered potentially active. Ground surface displacement along a fault, although more limited in area than the ground shaking associated with it, can have disastrous consequences when structures are located across or near the fault zone.

Amounts of movement during an earthquake can range up to tens of feet. Fault displacement may also occur gradually, not as a result of earthquakes, but as the nearly imperceptible

continual movement known as creep. Creep can produce the rupture or bending of buildings, fences, railroads, streets, pipelines, curbs, and other linear structures.

Faults in the Planning Area. Areas on or around active and potentially active fault traces are potentially subject to surface rupture. Major faults in the Planning Area that may produce damaging ground shaking in the City are shown on Figure 4.6-1. They include the Ventura-Foothill, Oak Ridge/McGrath, Red Mountain, and Country Club Faults.

The **Ventura-Foothill Fault** zone is considered active and was designated as an Alquist-Priolo Earthquake Fault Zone by the State Geologist in 1978. This designation requires a geological investigation to determine if a site is threatened by surface displacement from future fault movement prior to the approval of a development permit. The Ventura-Foothill Fault trends east-west across the northern section of the City near the base of the foothills. Properties along this fault trace have the greatest potential for surface rupture in the City.

The **Country Club Fault** is a northwest-southeast trending zone in the eastern portion of the City between Kimball Road and Wells Road to the west and east, and Telegraph and Telephone Roads to the north and south. This fault is considered potentially active but was evaluated in 1976 and not designated as an Alquist-Priolo Special Studies Zone.

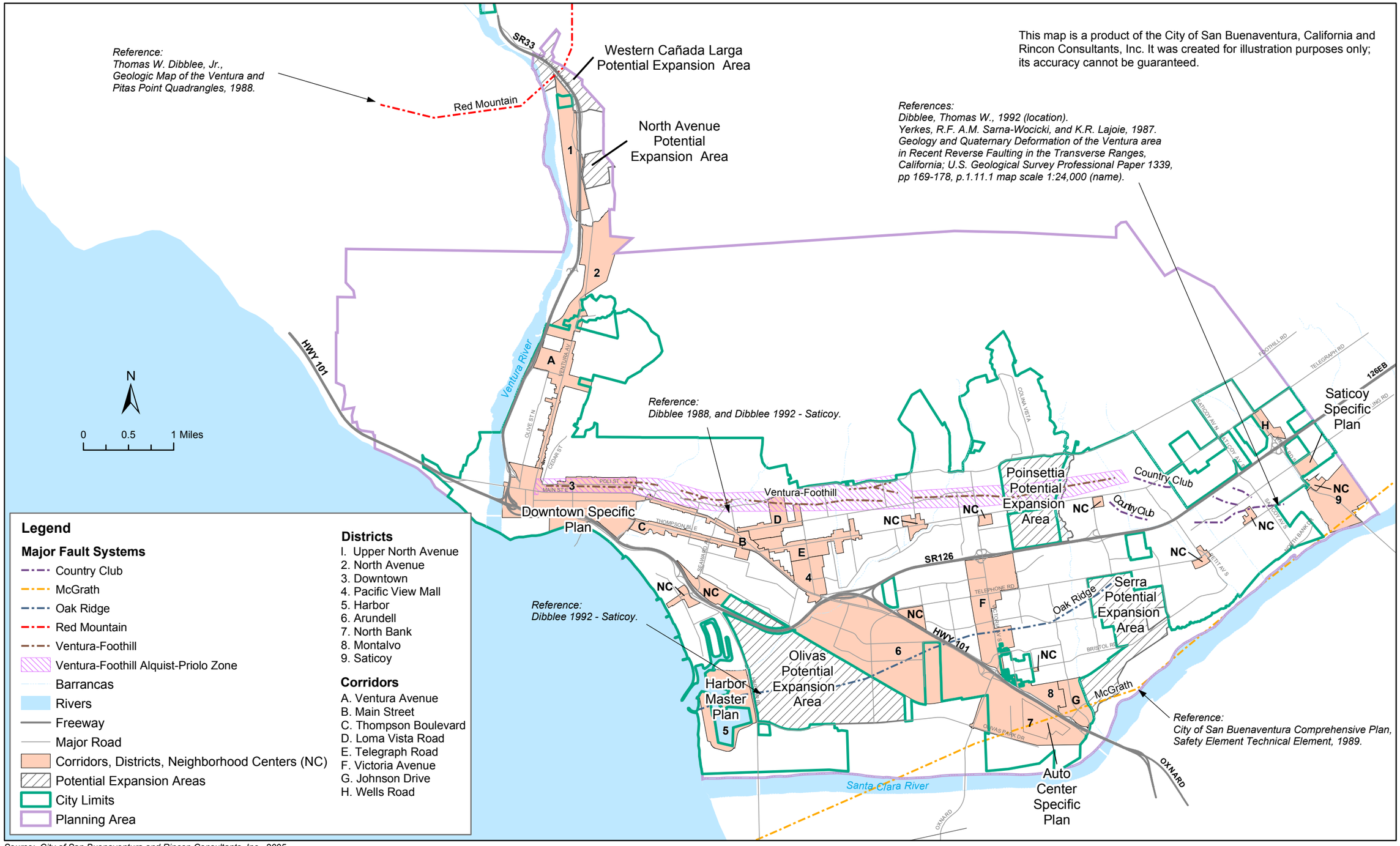
The **Oak Ridge** and **McGrath Faults** comprise a zone that trends northeast-southwest and across the southern portion of the City. The fault has thousands of feet of subsurface displacement but is poorly defined at the surface. This fault zone is considered at least potentially active and probably active.

The **Red Mountain Fault Zone** lies north of and adjacent to the City water filtration plant on North Ventura Avenue. This fault is considered active and portions outside the Planning Area are Alquist-Priolo Earthquake Fault Zones.

Effects of Seismicity. Table 4.6-1 shows the estimated maximum earthquake that may occur due to activity along the most significant faults that could affect the Planning Area. It includes active regional faults such as the San Andreas and the Anacapa that are known to produce tremors sufficient in magnitude to affect large areas.

In the event of a strong earthquake (magnitude 6.0 to 7.5) originating in southern Ventura County, or a major earthquake (8.0 magnitude) along the San Andreas Fault, damage to many existing structures could be severe and some loss of life could occur.

b. Landslides. A landslide is the perceptible downslope movement of earth mass. It is part of the continuous, natural, gravity-induced movement of soil, rock and debris. Landsliding can range from downslope creep of soil and rock material to sudden failure of entire hillsides. Landslides include rockfalls, slumps, block glides, mudslides, debris flows, and mud flows. Landsliding or slope instability may be caused by natural factors such as fractured or weak bedrock, heavy rainfall, erosion, earthquake activity, and fire, as well as by human alteration of topography and water content in the soil.



Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.

Major Fault Systems Figure 4.6-1

City of Ventura

Table 4.6-1
Significant Faults and Estimated Maximum Earthquake Size

Fault Name	Estimated Maximum Credible Earthquake
Ventura-Pitas Point	6.9
Red Mountain	7.0
Oak Ridge	7.0
Simi-Santa Rosa	7.0
San Cayetano	7.0
Arroyo Parida-More Ranch	7.2
Mid Channel	6.6
Santa Ynez (East)	7.1
Malibu Coast	6.7
Anacapa	7.5
San Andreas (Mojave)	7.4

Source: Cao, T, Bryant, W.A., Rowshandel, B., Branum, D., and Wills, C. (2003).

The hillsides north of Poli Street/Foothill Road and east of Ventura Avenue and Cedar Street contain a number of existing landslides and are likely to experience future landslide activity. Although landslides generally occur on slopes 30% or steeper, they may also occur on slopes that are less steep. Slope stability conditions vary locally in the hillside area based on soil and rock type and groundwater depth. Figure 4.6-2 depicts existing areas with landslide morphology in the Planning Area.

Figure 4.6-3 shows the area addressed in the City Hillside Management Program, which ties the amount, distribution, and quality of future development to topographical, geological, and hydrological constraints in an effort to retain natural and scenic character and to minimize the danger to life and property from landsliding, erosion, fire, flooding, and water pollution.

c. Secondary Seismic and Soil Related Hazards. Secondary seismic and soil related hazards include liquefaction, expansive soils, settlement, subsidence, and hydrocompaction. These types of hazards, and the areas within the City and/or expansion areas that have the potential for such failure, are discussed as follows.

Liquefaction. Liquefaction is a temporary, but substantial, loss of shear strength in granular solids, such as sand, silt, and gravel, usually occurring during or after a major earthquake. This occurs when the seismic waves, from an earthquake of sufficient magnitude and duration, shear a soil deposit that has 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

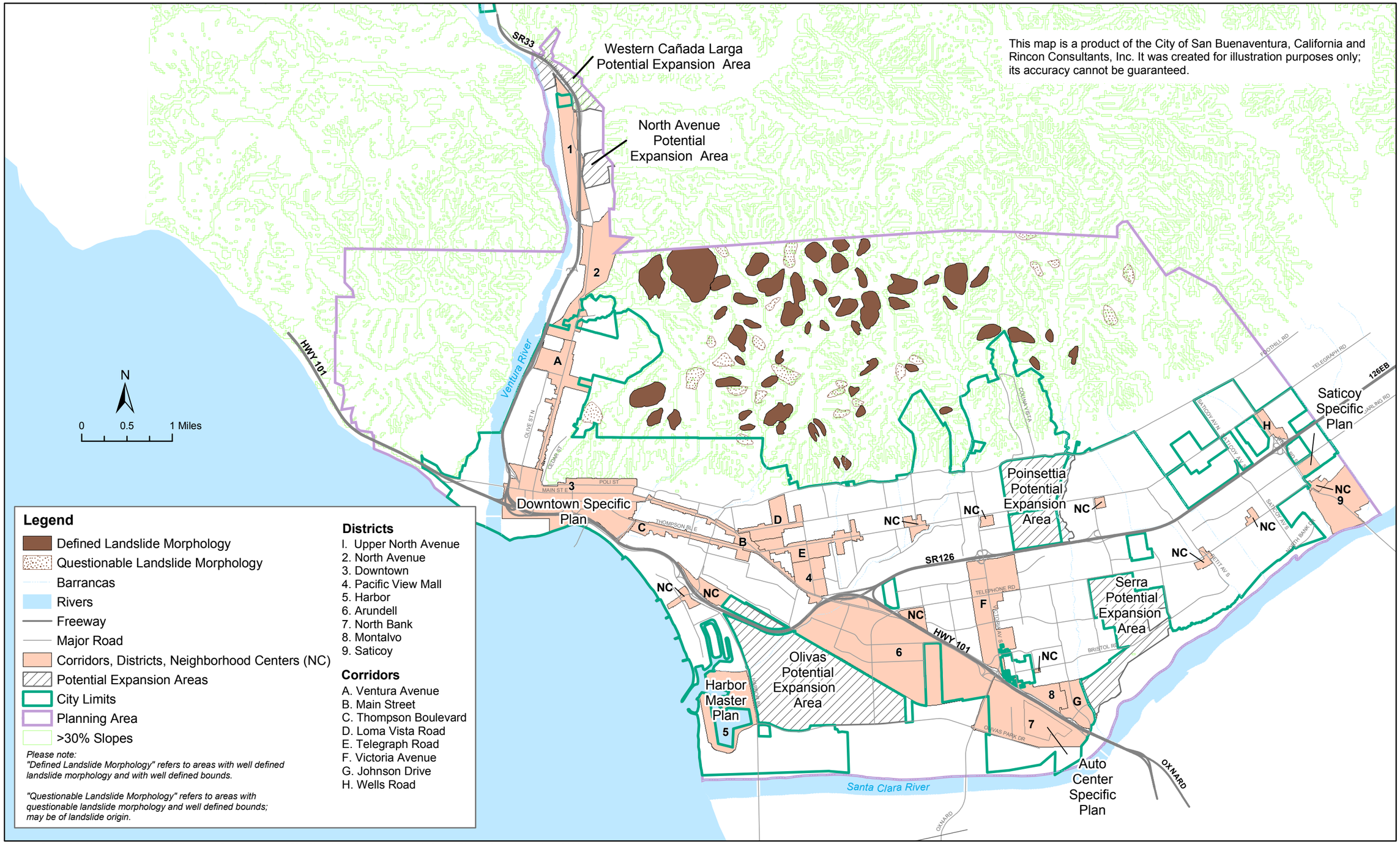
the soil. This process can transform stable granular material into a fluid-like state. The potential for liquefaction to occur is greatest in areas with loose, granular, low-density soil, where the water table is within the upper 40 to 50 feet of the ground surface. Liquefaction can result in slope and/or foundation failure, and also post-liquefaction settlement. Liquefaction hazards are present in large portions of the Planning Area, primarily in coastal areas and along rivers. Areas classified by the State of California as being subject to liquefaction are depicted on Figure 4.6-4.

Expansive Soil. Expansive soils are generally clayey and swell when wetted and shrink 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). In hillside areas, as expansive soils expand and contract, gradual downslope creep may occur, eventually causing landsliding. Clay soils also retain water and may act as lubricated slippage planes between other soil/rock strata, also producing landslides, often during earthquakes or by unusually moist conditions.

Expansive soils are also often prone to erosion. Foundations of structures placed on expansive soils may rise during the wet season and fall during the succeeding dry season. Zones of highly expansive soils occur in the hillsides and located west of the intersection of Harbor Boulevard and Olivas Park Drive and around the intersection of Victoria Avenue and Olivas Park Drive. Figure 4.6-5 shows expansive soil zones in the Planning Area.

Settlement, Lateral Spreading, Subsidence, and Hydroconsolidation. Extreme settling or ground subsidence may result from post-liquefaction reconsolidation. Ground settlement often occurs differentially because liquefiable deposits and ground water elevations are seldom distributed evenly over broad areas. If the ground surface slopes even gently, liquefaction may lead to lateral spreading or low angle landsliding of soft saturated soils. This can result in the rapid or gradual loss of strength in the foundation materials, so that structures built upon them settle or break up as the foundation soils flow out from beneath them.

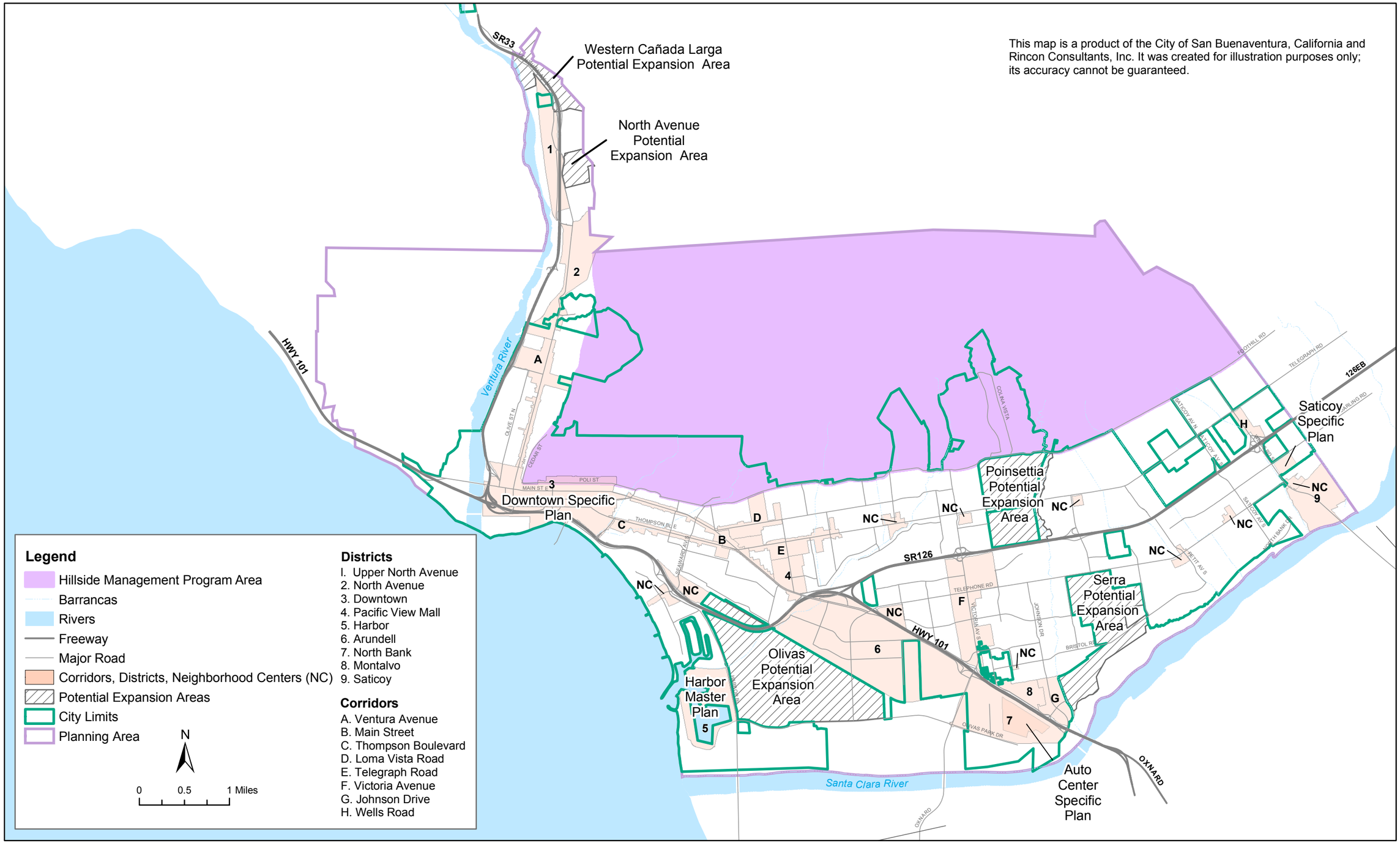
Subsidence may be caused by post-liquefaction reconsolidation. It may also be caused by groundwater withdrawal, oil or gas withdrawal, and hydroconsolidation. Groundwater withdrawal subsidence generally occurs in valley areas underlain by alluvium. This type of subsidence results from extraction of a large quantity of water from an unconsolidated aquifer. As water is removed from the aquifer, the total weight of the overburden, which the water had helped support, is placed on the alluvial structure and it is compressed. If fine-grained silts and clays make up portions of the aquifer, the additional load can squeeze the water out of these layers and into the coarser-grained portions of the aquifer. All of this compaction produces a net loss in volume and hence a subsidence of the land surface. A very similar sequence of events leads to subsidence with the oil and gas withdrawals. Hydroconsolidation subsidence can occur in dry, unconsolidated, porous, semi-arid and arid deposits that, when wetted, lose their strength and develop spontaneous settling, slumping, or cracking.



Source: State of California Department of Mines and Geology, June 1972, City of San Buenaventura, 2005, and Rincon Consultants, Inc., 2005.

Potential Landslide Areas Figure 4.6-2

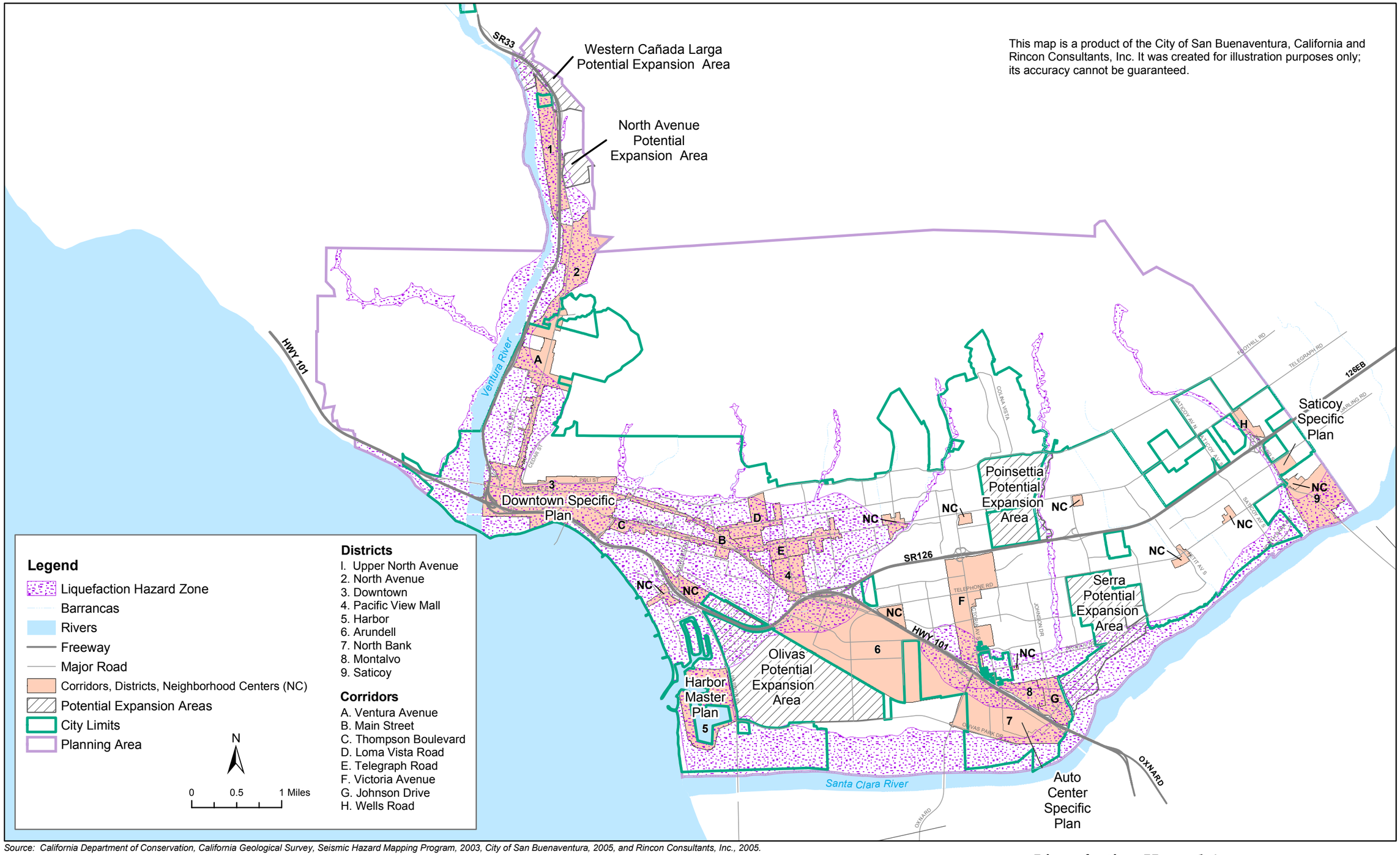
City of Ventura



Source: City of San Buenaventura Water Resources Public Works Agency, 1976, City of San Buenaventura, 2005, and Rincon Consultants, Inc., 2005.

Hillside Management Program Area Figure 4.6-3

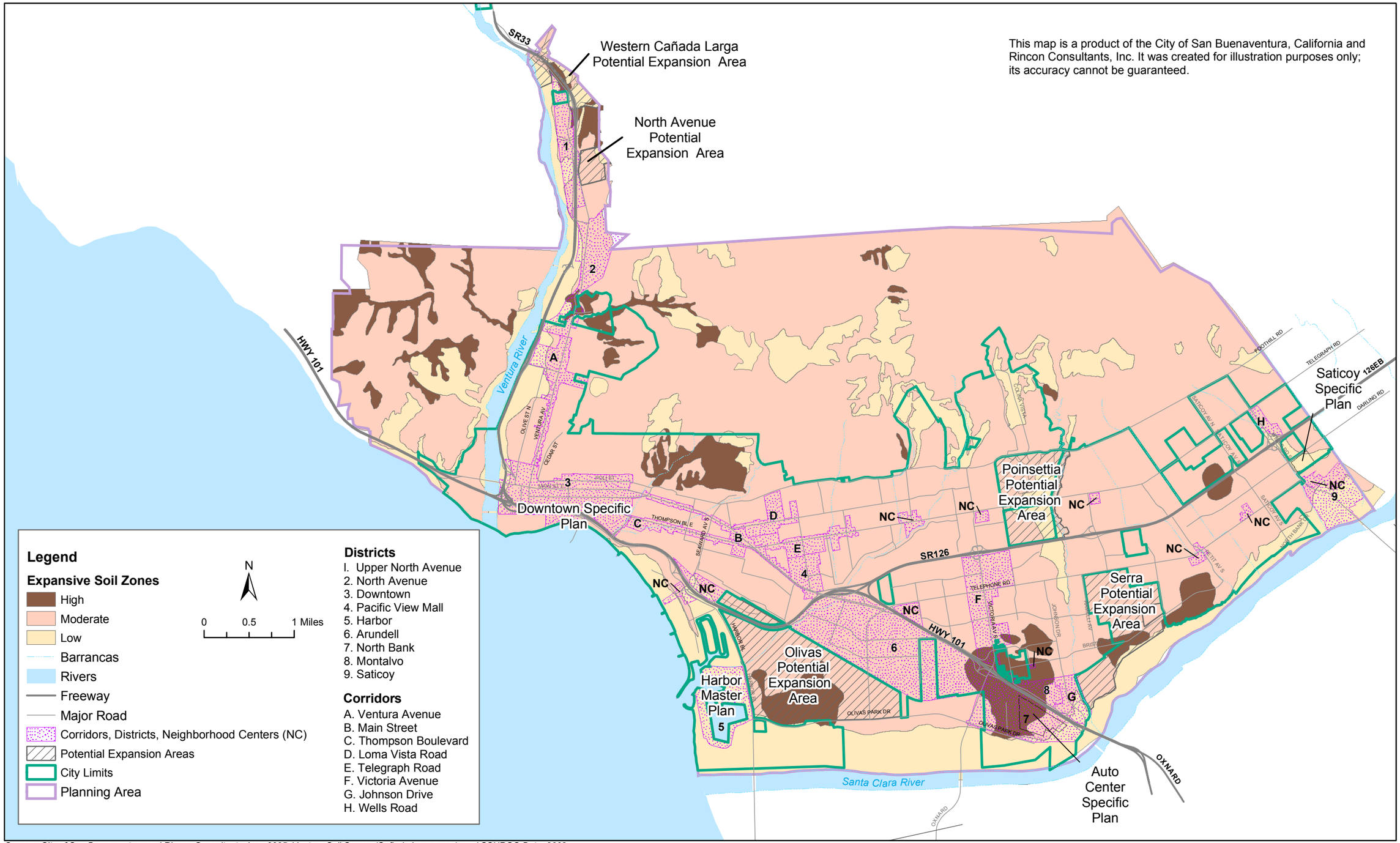
City of Ventura



Source: California Department of Conservation, California Geological Survey, Seismic Hazard Mapping Program, 2003, City of San Buenaventura, 2005, and Rincon Consultants, Inc., 2005.

Liquefaction Hazard Areas Figure 4.6-4

City of Ventura



Source: City of San Buenaventura and Rincon Consultants, Inc., 2005, Ventura Soil Survey (Cañada Larga area), and SSURGO Data, 2002.

Expansive Soil Areas Figure 4.6-5

City of Ventura

Damage caused by subsidence generally is not immediate or violent in nature. The consolidation of alluvium and settling of the land surface is a process that tends to take many years, except when prompted by seismic shaking or wetting of highly collapsible soils. However, subsidence that results from groundwater or oil and gas withdrawal can be responsible for numerous structural effects. Most seriously affected are long surface infrastructure facilities that are sensitive to slight changes in gradient, such as wells, sewers, and other underground utility lines. Hydroconsolidation is one of the most destructive forms of subsidence because it can cause severe damage to pipelines, roads, buildings, and other structures over shorter time periods. Hydroconsolidation has been known to occur in and around the Ventura College vicinity (Ventura Comprehensive Plan Update Background Report, 2002).

Gradual inundation by surface water is a potentially serious secondary effect of subsidence in the City as both the ocean and the Santa Clara River could flow into depressed areas. In the case of the coastal portion of Ventura, beach erosion may extend inland due to the loss of elevation caused by subsidence. Any area where probable subsidence is on the order of 0.05 feet/year is considered highly susceptible. In Ventura, this category extends along the coast roughly from Pierpont to the intersection of Highway 101 with the Santa Clara River (Ventura Comprehensive Plan Update Background Report, 2002).

Tsunamis and Seiche. Tsunamis are large ocean surges that are generated by submarine landslides, volcanic eruptions, or earthquakes. Tsunamis originate in deep water and have a long wavelength (distance from the crest of one wave to the crest of the succeeding wave), normally over 100 miles, and a very low amplitude (height from crest to trough). As these waves approach shallow water, the speed decreases from a deep water speed of over 600 mph to less than 30 mph, as they move across the beach. The wave energy is transferred from wave speed (velocity) to wave height (amplitude) and waves as high as 100 feet can be formed. Although the arrival time of a wave generated far out at sea can be predicted quite accurately, the intensity of the wave when it reaches the shore is difficult to predict. The duration of a tsunami threat can sometimes last up to ten to twelve hours.

The tsunami threat is mainly confined to immediate beach areas and river channels. See Figure 4.6-6 for the areas within the City of Ventura that would be the most susceptible to a tsunami threat. Beach areas have historically been affected up to a mile or more inland in very flat areas. Tsunamis can also travel considerable distances inland on waterways, particularly those with shallow gradients. The effects of the tsunami are most noticeable on manmade features, but the waves can also change river channels and modify coastal landforms.

A seiche is a wave, or series of waves, set up in an enclosed or partially enclosed body of water by wind, earthquake, or landslide. Earthquakes are the most common cause of most seiches in lakes and bays, either directly or indirectly. Seiches are similar to tsunamis, but the waves are generally smaller and of lower energy. The extent of most seiches is small, usually no more than 10 to 20 feet above water level, and the duration is short, usually only a few minutes. The threat to the City from seiches is considered remote. Only facilities in or very near enclosed bodies of water could be immediately affected.

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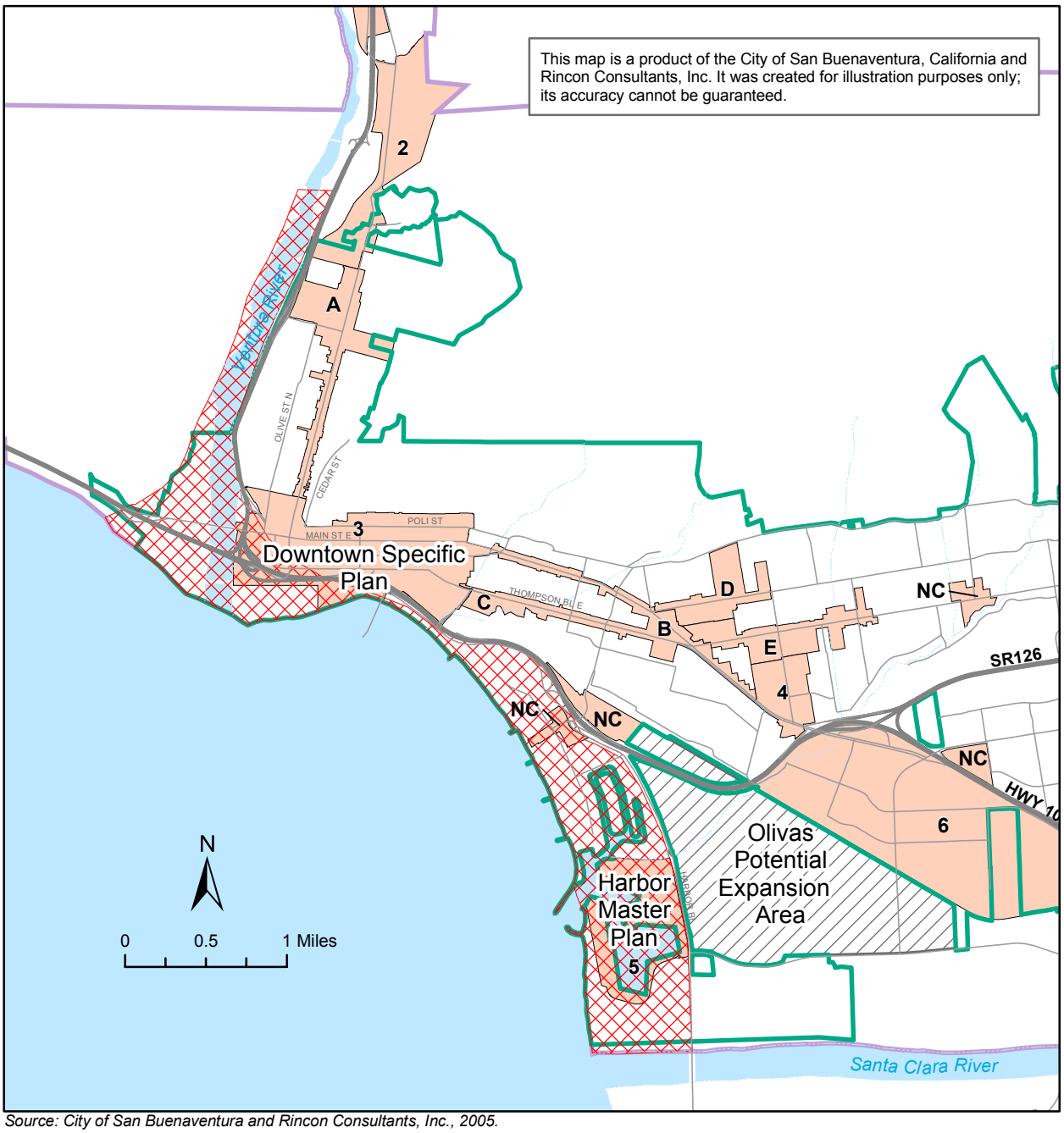


Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.

Legend

- Tsunami Risk Areas
- Barrancas
- Rivers
- Freeway
- Major Road
- Corridors, Districts, Neighborhood Centers (NC)
- Potential Expansion Areas
- City Limits
- Planning Area

Districts

2. North Avenue
3. Downtown
4. Pacific View Mall
5. Harbor
6. Arundell

Corridors

A. Ventura Avenue
B. Main Street
C. Thompson Boulevard
D. Loma Vista Road
E. Telegraph Road

Tsunami Risk Areas

Figure 4.6-6

4.6.2 Impact Analysis

a. Methodology and Significance Thresholds. The General Plan Update would result in potentially significant impacts if development under the General Plan through the year 2025 would result in substantial adverse physical impacts associated with any of the following conditions:

- *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides, or seismic-related inundation from tsunami or seiche*
- *Result on substantial soil erosion or the loss of topsoil*
- *Result in the loss of a unique geologic feature*
- *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse*
- *Be located on expansive soil, creating substantial risks to life or property*

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of geologic hazard impacts for each of the scenarios under consideration. A discussion of the impacts follows. When appropriate, the differing impacts of the six scenarios are discussed individually. However, for certain issues (landsliding and tsunami), impacts are the same for all scenarios.

The 2005 General Plan includes the following policy and actions relating to minimizing geologic and seismic hazards:

Policy 7B *Minimize risks from geologic and flood hazards.*

Action 7.6 *Adopt updated editions of the California Construction Codes and International Codes as published by the State of California and the International Code Council respectively.*

Action 7.7 *Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site:*

- *With slopes greater than 10% or that otherwise have potential for landsliding*
- *Along bluffs, dunes, beaches, or other coastal features*
- *In an Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault*
- *In areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils*
- *In areas within 100-year flood zones, in conformance with all Federal Emergency Management Agency regulations.*

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Ground Shaking/ Surface Rupture (Impact GEO-1)	Ventura-Foothill Alquist-Priolo fault zone may affect development within Downtown and Arundell. Compliance with General Plan Action 7.7, CBC, and A-P requirements reduce impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Oak Ridge Fault may affect Olivas and Serra expansion areas. McGrath fault may affect Serra area. Compliance with General Plan policies and CBC requirements reduce impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Oak Ridge Fault may affect Olivas expansion area. Compliance with General Plan policies and CBC requirements reduce impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Oak Ridge and McGrath Faults may affect Serra expansion area. Compliance with General Plan policies and CBC requirements reduce impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Red Mountain Fault may affect Western Cañada Larga expansion area. Compliance with General Plan policies and CBC requirements reduce impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Ventura-Foothill Alquist-Priolo fault zone may also affect Poinsettia expansion area. Compliance with General Plan policies and CBC requirements reduce impacts to Class III, less than significant.
Landslide (Impact GEO-2)	No potential landslide areas in designated growth districts or corridors; landslide potential in limited to small area above Foothill. Landslide impacts are Class III, less than significant.	No landslide potential in North Avenue, Olivas, or Serra expansion areas. Impacts similar to Scenario 1 and Class III, less than significant.	No landslide potential in North Avenue or Olivas expansion areas. Impacts similar to Scenario 1 and Class III, less than significant.	No landslide potential in North Avenue or Serra expansion areas. Impacts similar to Scenario 1 and Class III, less than significant.	No landslide potential in North Avenue expansion area; minor landslide potential in Western Cañada Larga. Impacts similar to Scenario 1 and Class III, less than significant.	No landslide potential in North Avenue or Poinsettia expansion areas. Impacts similar to Scenario 1 and Class III, less than significant.
Liquefaction (Impact GEO-3)	Liquefaction hazards present in the Ventura Avenue, Saticoy, and Harbor Districts. Compliance with General Plan Action 7.7 pertaining to high-risk liquefaction areas reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Portions of North Avenue, Olivas, and Serra expansion areas subject to moderate to high liquefaction risk. Compliance with City policies and CBC reduce impacts	Intensification/reuse impacts similar to Scenario 1. Portions of North Avenue and nearly all of Olivas expansion area subject to moderate to high liquefaction risk. Compliance with City policies and CBC reduce	Intensification/reuse impacts similar to Scenario 1. Portions of North Avenue and Serra expansion areas subject to moderate to high liquefaction risk. Compliance with City policies and CBC reduce impacts to Class III,	Intensification/reuse impacts similar to Scenario 1. Moderate liquefaction risk in portions of North Avenue and Western Cañada Larga expansion areas. Compliance with City policies and CBC reduce	Intensification/reuse impacts similar to Scenario 1. Portions of North Avenue expansion area subject to moderate liquefaction risk; no liquefaction hazard in Poinsettia area. Compliance with City policies and

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
		to Class III, less than significant.	impacts to Class III, less than significant.	less than significant.	impacts to Class III, less than significant.	CBC reduce impacts to Class III, less than significant.
Expansive Soil (Impact GEO-4)	High expansive soil hazards present within portions of the North Avenue, North Bank, and Montalvo districts and possible hillside development area above Foothill (Mariano Ranch). Harbor district is susceptible to subsidence. With implementation of CBC and General Plan policies, impacts are Class III, less than significant.	Intensification/reuse hazards similar to Scenario 1. High-risk expansive soils present in portions of Olivas and Serra expansion areas. With implementation of CBC and General Plan policies, impacts are Class III, less than significant.	Intensification/reuse hazards similar to Scenario 1. High-risk expansive soils present in portions of Olivas expansion area. With implementation of CBC and General Plan policies, impacts are Class III, less than significant.	Intensification/reuse hazards similar to Scenario 1. High-risk expansive soils present in portions of Serra expansion area. With implementation of CBC and General Plan policies, impacts are Class III, less than significant.	Intensification/reuse hazards similar to Scenario 1. Western Cañada Larga expansion area contains pockets of highly expansive soil potential along Ventura Avenue and near Cañada Larga Road. With implementation of CBC and General Plan policies, impacts are Class III, less than significant.	Intensification/reuse hazards similar to Scenario 1. No expansive soil conditions in North Avenue or Poinsettia expansion areas. With implementation of CBC and General Plan policies, impacts are Class III, less than significant.
Tsunami (Impact GEO-5)	Development along the coast and near rivers may be susceptible to inundation from a tsunami, particularly the Harbor and parts of Downtown. Continued participation in the SSWWS and SEMS Multihazard Response Plan reduces impacts to Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant.

Action 7.8 *To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice.*

Action 7.9 *Maintain and implement the Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan.*

Impact GEO-1	**Future seismic events could produce groundshaking throughout the Planning Area as well as surface rupture in some areas where future development could be accommodated. Groundshaking and surface rupture could damage structures and/or create adverse safety effects. However, compliance with City policies, in combination with the requirements of the CBC and the Alquist-Priolo legislation, would reduce the risk associated with groundshaking and surface rupture to a Class III, *less than significant*, level for all six scenarios.**

The entire Planning Area is subject to severe groundshaking from any of a number of faults in the region. As shown in Table 4.6-1 in the *Setting*, the largest ground-shaking event in Planning Area would occur from a maximum earthquake on the Arroyo Parida-More Ranch, Mid Channel, Santa Ynez (East), and Malibu Coast Faults. The Ventura-Foothill Fault, which generally runs along Foothill Road, is the only fault within the Planning Area that the State of California has officially designated as "active" (i.e., one having ruptured within the last 11,000 years). Other potentially active faults in the Planning Area include the Oak Ridge, McGrath, Red Mountain, and Country Club faults. Surface rupture could potentially occur along these fault lines.

All new development within the City would conform to the California Building Code (CBC) (as amended at the time of permit approval), as required by law. This addresses potential impacts relating to ground shaking. In addition, the 2005 General Plan contains policies that address risks from fault rupture. Action 7.7 requires geotechnical evaluation and mitigation prior to development of any site within an Alquist-Priolo earthquake fault zone or within 100 feet of a potentially active fault. Action 7.8 require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault zones.

Scenario 1 – Intensification/Reuse Only

Scenario 1 emphasizes intensification and reuse of properties within the existing developed City and does not include expansion areas. All future development within the Planning Area would potentially be subject to severe groundshaking. Although nothing can ensure that structures do not fail under seismic stress, proper engineering, including compliance with the CBC, can

minimize the risk to life and property, resulting in a less than significant impact to new development from ground shaking.

Several possible development areas are potentially subject to surface rupture due to the presence of active or potentially active faults. The Ventura-Foothill Fault Alquist-Priolo Hazard Zone runs along the Foothill Road corridor, through the northern section of the Downtown district, the western end of the Main Street corridor, and the northern portion of the Loma Vista corridor. Per the Alquist-Priolo legislation, a geologic study would be needed for any development of four or more residential units proposed within this zone to determine the location of the fault trace. All structures for human occupancy would have to be set back a minimum of 50 feet from the fault trace unless it can be shown that no trace is present. Compliance with the Alquist-Priolo legislation requirements would reduce ground-rupture impacts associated with the Ventura-Foothill Fault to a less than significant level.

The Oak Ridge, McGrath, and Country Club faults also cross through the Planning Area. The Oak Ridge fault crosses the Arundell district (including the northern portion of the McGrath property) and the Victoria Avenue corridor. The McGrath fault crosses the North Bank district and the Johnson Drive corridor. Traces of the Country Club fault cross portions of the Saticoy area, including a neighborhood center on Telephone Road. Impacts in these areas are considered potentially significant. However, implementation of the General Plan policies discussed above would reduce ground-rupture impacts to a less than significant level.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 2 would accommodate the possible future development of the North Avenue, Olivas, and Serra expansion areas. The potentially active Oak Ridge Fault, with an estimated maximum earthquake of magnitude of 7.2, bisects the Olivas expansion area and is in the northern section of the Serra expansion area. The potentially active McGrath Fault is located along the southern boundary of the Serra expansion area, near the Santa Clara River. Impacts in these areas are considered potentially significant. However, General Plan policies that address compliance with the CBC and that require fault studies for development projects on or adjacent to active and potentially active faults would reduce risk from ground shaking and surface rupture to a less than significant level.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 3 would accommodate the possible future development of the North Avenue and Olivas expansion areas. As mentioned under Scenario 2, the potentially active Oak Ridge Fault bisects the Olivas expansion area and is in the northern section of the Serra expansion area. Impacts in this area are considered potentially significant. However, General Plan policies that address compliance with the CBC and that require fault studies for development projects on or adjacent to active and potentially active faults would reduce risk from ground shaking and surface rupture to a less than significant level.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. Scenario 4 would also accommodate the possible future development of the North Avenue and Serra expansion areas. The potentially active Oak Ridge Fault crosses the northern section of the Serra expansion area. In addition, the potentially active McGrath Fault is located along the southern boundary of the Serra expansion area. Impacts in these areas are considered potentially significant. However, General Plan policies that address compliance with the CBC and that require fault studies for development projects on or adjacent to active and potentially active faults would reduce risk from ground shaking and surface rupture to a less than significant level.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. Scenario 5 would also accommodate the possible future development of the North Avenue and Western Cañada Larga expansion areas. The Red Mountain Fault, which is an active fault with an estimated maximum credible earthquake of 7.3, crosses through the northern portion of the Western Cañada Larga expansion area. Impacts in this area are considered potentially significant. However, General Plan policies that address compliance with the CBC and that require fault studies for development projects on or adjacent to active and potentially active faults would reduce risk from ground shaking and surface rupture to a less than significant level.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. Scenario 5 would also accommodate the possible future development of the North Avenue and Poinsettia expansion areas. The active Ventura-Foothill Fault runs through the Poinsettia expansion area, which poses an additional ground-shaking hazard to future development. Impacts associated with this fault are considered potentially significant. However, General Plan policies that address compliance with the CBC and that require fault studies for development projects on or adjacent to active and potentially active faults would reduce risk from ground shaking and surface rupture to a less than significant level.

MITIGATION MEASURES

Compliance with the California Building Code and General Plan Action 7.7 would reduce impacts to a less than significant level. No mitigation measures are required in addition to proposed General Plan Update policies.

SIGNIFICANCE AFTER MITIGATION

Implementation of State requirements and proposed General Plan policies on all new development would reduce impacts associated with ground shaking and fault rupture to a less than significant level for any of the six land use scenarios.

Impact GEO-2	**The Planning Area contains several steep slopes that present a potential slope stability hazards. However, none of the General Plan land use scenarios encourage substantial new development in areas of high landslide risk. In addition, General Plan actions require geotechnical analysis and case-by-case mitigation for any development in an area with a high potential for landslides. Therefore, impacts due to landslide risk are considered Class III, *less than significant,* for all scenarios.**

The Planning Area contains several steep slopes, which present a moderate slope stability hazard, as seen in Figure 4.6-2. Slope instability may result in landslides, mudslides, or debris flows that can cause substantial damage to structures, roadways, and other improvements as well as to deflect and block drainage channels, causing further damage and erosion. Soil slumping can damage or destroy structures and lead to erosion problems.

The hillside areas located north of Poli Street/ Foothill Road and east of Ventura Avenue and Cedar Street contain existing landslides and are likely to experience future landslide activity. The major concentration of existing landslides occurs within the northern portions of the Hall and Barlow Canyon drainage areas. Other landslide areas are scattered throughout the hillside areas and generally occur on hillsides with slopes of 30% or greater, although slides may occur in areas less steep. The areas within the City Hillside Management Program, as shown on Figure 4.6-3, would require detailed studies that would apply to any potential future development on local hillside areas. The 2005 General Plan contains a policy that would reduce the risk from landslides. Action 7.7 requires geotechnical analysis and mitigation prior to development of any site within an area with slopes greater than 10% or with the potential for landsliding.

The majority of potential landslide areas are in the hills outside the City limits, but within the Planning Area. It is anticipated that the hillside areas outside the City limits would be removed from the City's Sphere of Influence under any of the six land use scenarios, suggesting that the City does not intend to extend services to those areas. In practical terms, this means that these areas likely will not be developed. Though the Western Cañada Larga area includes steeper topography than the other expansion areas, none of the five expansion areas includes any land with high landslide potential.

Limited additional hillside development could occur in areas within the City limits, notably within the upper portion of the Downtown District, north of Poli Street, known as Mariano Ranch. However, these areas are within the Hillside Management Program Area. Any development proposed within that area would require a detailed geologic study prior to development. Implementation of existing requirements for any new development in the hillsides would reduce landslide impacts to a less than significant level.

MITIGATION MEASURES

Compliance with applicable General Plan policies/actions and the City Hillside Management Program would reduce potential impacts from development in hillside areas to a less than significant level. No mitigation would be required.

SIGNIFICANCE AFTER MITIGATION

Implementation of State requirements and proposed General Plan policies on all new development would reduce impacts associated with landsliding to a less than significant level for any of the six land use scenarios.

Impact GEO-3 **Future seismic events could result in liquefaction of soils in portions of the Planning Area. Development in certain areas within the City could be subject to liquefaction hazards under any of the 2005 General Plan land use scenarios. However, compliance with City General Plan policies would reduce potential impacts to Class III, *less than significant*, for all six scenarios.**

Liquefaction, a process in which soils liquefy during ground shaking, is of greatest concern in areas with high water tables. As shown on Figure 4.6-4, areas along and adjacent to the Ventura and Santa Clara Rivers, barrancas, and along the coast are subject to liquefaction hazards. Intensification/reuse areas with relatively high liquefaction potential include much of West Ventura Avenue (Ventura Avenue corridor and the North Avenue and Upper North Avenue districts), Downtown, Midtown (Main Street and Thompson Boulevard corridors), Saticoy, the Harbor, the North Bank and Montalvo districts, and the Johnson Drive corridor. Much of the southern portion of the Serra expansion area also has a high water table and relatively high potential for liquefaction. The southwest area of the Olivas potential expansion area is also within a high water table area while the remainder of the site is in a moderate water table area. Although engineering solutions (most commonly, densification of site soils) typically can adequately reduce liquefaction hazards to acceptable levels, liquefaction hazards would warrant further investigation for development proposals in areas with high water tables.

The 2005 General Plan contains an action that would reduce the risks from liquefaction. Action 7.7 requires a geotechnical analysis and mitigation prior to development of any site within an area mapped as having high or moderate risk for liquefaction.

Scenario 1 – Intensification/Reuse Only

This land use scenario emphasizes intensification and reuse of properties within the existing developed City and does not include expansion areas. Liquefaction hazards are present primarily in areas adjacent to the Ventura and Santa Clara Rivers. All of Downtown, Midtown, and Ventura Harbor are in an area of liquefaction risk, as is most of West Ventura, including the North Avenue and Upper North Avenue districts and the Ventura Avenue corridor. Portions of the Arundell, North Bank, Montalvo, and Saticoy districts and the Johnson Drive corridor are

also at liquefaction risk. New development in areas at liquefaction risk would be subject to City policy requirements for geotechnical evaluation. Provided that any pending development complies with the requirements of General Plan Action 7.7, impacts would be reduced to a less than significant level.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Liquefaction impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 2 would accommodate the possible future development of the North Avenue, Olivas, and Serra expansion areas. The southwest corner of the North Avenue area, the northwestern portion of the Olivas area, and the southeastern portion of the Serra area are within the liquefaction hazard zone. New development within the liquefaction hazard zone would be subject to Action 7.7, which requires a geotechnical analysis and mitigation. Compliance with this action would reduce impacts to a less than significant level.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Liquefaction impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 3 would accommodate the possible future development of the North Avenue and Olivas expansion areas. As discussed under Scenario 2, the southwest corner of the North Avenue area and the northwestern portion of the Olivas area are within the liquefaction hazard zone. New development within the liquefaction hazard zone would be subject to Action 7.7, which requires a geotechnical analysis and mitigation. Compliance with this action would reduce impacts to a less than significant level.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Liquefaction impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 4 would accommodate the possible future development of the North Avenue and Serra expansion areas. As discussed under Scenario 2, the southwest corner of the North Avenue area and the southeastern portion of the Serra area are within the liquefaction hazard zone. New development within the liquefaction hazard zone would be subject to Action 7.7, which requires a geotechnical analysis and mitigation. Compliance with this action would reduce impacts to a less than significant level.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Liquefaction impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 5 would accommodate the possible future development of the North Avenue and Western Cañada Larga expansion areas. The southwest corner of the North Avenue area and the western portion of the Western Cañada Larga area are within the liquefaction hazard zone. New development within the liquefaction hazard zone would be subject to Action 7.7, which requires a geotechnical analysis and mitigation. Compliance with this action would reduce impacts to a less than significant level.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Liquefaction impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 6 would accommodate the possible future development of the North Avenue and Poinsettia expansion areas. The southwest corner of the North Avenue area and the eastern edge of the Poinsettia area are within the liquefaction hazard zone. New development within the liquefaction hazard zone would be subject to Action 7.7, which requires a geotechnical analysis and mitigation. Compliance with this action would reduce impacts to a less than significant level.

MITIGATION MEASURES

Compliance with the California Building Code and implementation of General Plan Action 7.7 would reduce impacts due to liquefaction risk to a less than significant level. Additional mitigation is not required.

SIGNIFICANCE AFTER MITIGATION

Implementation of State requirements and proposed General Plan policies/actions on all new development would reduce impacts associated with ground shaking and fault rupture to a less than significant level for any of the six land use scenarios.

Impact GEO-4	**Expansive soil or other soil conditions leading to subsidence could result in foundation and building distress problems and cracking of concrete slabs. Areas that could accommodate development could be subject to subsidence hazards under any of the six land use scenarios. However, compliance with 2005 General Plan policies would reduce potential impacts to Class III, *less than significant,* for all six scenarios.**

Expansive soil or other conditions that could lead to subsidence or settlement may result in loss of strength in foundation materials, such that structures built upon them gradually settle or break up. Expansive soils may contribute to downslope creep, landslides, and erosion. The seasonal expansion and contraction of soils may cause foundations, walls, and ceilings to crack and various structural portions of building to warp and distort. Expansive soils are generally clayey and swell when wetted and shrink when dried. Several zones of highly expansive soils are in the hillsides of the Planning Area. Two other significant areas of high shrink-swell potential are located west of the intersection of Harbor Boulevard and Olivas Park Drive and near the Victoria Avenue/Highway 101 intersection. Figure 4.6-5 depicts high, moderate, and low expansive soil zones in the Planning Area.

Subsidence may be caused by post-liquefaction reconsolidation, groundwater/oil/gas withdrawal, or hydroconsolidation. Groundwater withdrawal subsidence generally occurs in areas underlain by alluvium deposits. Subsidence issues generally exist along the coast and adjacent to the Santa Clara River. If extraction of fluids from this general area is increased, subsidence rates could possibly increase. Damage caused by subsidence occurs over a long

period of time except when prompted by seismic shaking or wetting of highly collapsible soils. The most severe subsidence zone extends roughly from the Pierpont area on the west to the intersection of U.S. 101 with the Santa Clara River. Probable subsidence in this zone is on the order of 0.05 feet/year (Ventura Comprehensive Plan Update Background Report, 2002). Gradual inundation of depressed areas by the ocean and the Santa Clara River could occur only as a secondary effect of subsidence, possibly the result of flooding.
Detailed geotechnical studies at a site-specific level would be necessary prior to development to evaluate the potential for geologic and soil hazards, including expansive soils, for these conditions to be minimized or corrected during construction. Large-scale settlement problems would not be significant provided that adequate soil and foundation studies are performed prior to construction and that CBC guidelines and appropriate site-specific mitigation are followed.

Scenario 1 – Intensification/Reuse Only.

Scenario 1 emphasizes intensification and reuse of properties within the existing developed City and does not include expansion areas. Most of the Planning Area has moderately expansive soils. There are several pockets of high-risk expansive soil within the North Avenue and Upper North Avenue, North Bank, and Montalvo districts, as well as in a hillside area known as Mariano Ranch where limited hillside development could occur. The Harbor growth district is also highly susceptible to subsidence hazards. The risk to development in these areas would be reduced to a less than significant level through compliance with CBC standards and implementation of General Plan Action 7.7, which requires geotechnical analysis and mitigation for developments within high-risk expansive soil areas or other areas prone to subsidence.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. In addition, Scenario 2 would accommodate the possible future development of the North Avenue, Olivas, and Serra expansion areas. High-risk expansive soils are present in portions of the Serra and Olivas expansion areas. In addition, any development within the Olivas expansion area may be susceptible to subsidence hazards. The risk to property in these areas would be reduce to a less than significant level through compliance with CBC standards and implementation of General Plan Action 7.7, which requires geotechnical analysis and mitigation for developments within high-risk expansive soil areas or other areas prone to subsidence.

Scenario 3 – Intensification/Reuse + North Avenue+ Olivas

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. Scenario 3 would also accommodate the possible future development of the North Avenue and Olivas expansion areas. High-risk expansive soils are present in portions of the Olivas area. In addition, any development within the Olivas expansion area may be susceptible to subsidence hazards. The risk to property in these areas would be reduced to a less than significant level through compliance with CBC standards and implementation of General Plan Action 7.7, which requires geotechnical analysis and mitigation for developments within high-risk expansive soil areas or other areas prone to subsidence.

Scenario 4 – Intensification/Reuse + North Avenue+ Serra

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. Scenario 4 would also accommodate the possible future development of the North Avenue and Serra expansion areas. High-risk expansive soils are present in portions of the Serra area. The risk to property in these areas would be reduced to a less than significant level through compliance with CBC standards and implementation of General Plan Action 7.7, which requires geotechnical analysis and mitigation for developments within high-risk expansive soil areas or other areas prone to subsidence.

Scenario 5 – Intensification/Reuse + North Avenue+ Western Cañada Larga

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. Scenario 5 would also accommodate the possible future development of the North Avenue and Western Cañada Larga expansion areas. The North Avenue expansion area contains low and moderate expansive soil potential, but no areas of high risk. The Western Cañada Larga expansion area contains pockets of high expansive soil potential along Ventura Avenue and near Cañada Larga Road. The risk to property in these areas would be reduced to a less than significant level through compliance with CBC standards and implementation of General Plan Action 7.7, which requires geotechnical analysis and mitigation for developments within high-risk expansive soil areas or other areas prone to subsidence.

Scenario 6 – Intensification/Reuse + North Avenue+ Poinsettia

Impacts associated with intensification and reuse would be the same as those identified for Scenario 1. Scenario 6 would also accommodate the possible future development of the North Avenue and Poinsettia expansion areas. The North Avenue expansion area contains moderate expansive soil potential, but no areas of high risk. The Poinsettia area has low to moderate expansive soil hazards. The risk to property is considered potentially significant, but can be minimized through compliance with CBC standards and the requirement that the recommendations of detailed soil and foundation studies for projects within high-risk expansive soil areas are implemented.

MITIGATION MEASURES

Compliance with the California Building Code and implementation of General Plan Action 7.7 would reduce impacts due to expansive soils to a less than significant level. Additional mitigation is not required.

SIGNIFICANCE AFTER MITIGATION

Impacts related to expansive soils or soils prone to settlement would be reduced to a less than significant level for any of the six land use scenarios with implementation of CBC requirements and proposed General Plan policies.

Impact GEO-5	**Development along the coast and near rivers may be susceptible to inundation from tsunamis. However, provided that the City continues its participation in the Seismic Sea Wave Warning System and the SEMS Multihazard Functional Response Plan, impacts would be Class III, *less than significant*, for all six scenarios.**

All of the coastal areas in the City, including areas near the mouth of the Ventura River, are susceptible to tsunamis. A tsunami from the north Pacific could move down the Santa Barbara Channel and affect the northerly coastal areas. A tsunami originating from the South Pacific or from South America could strike the coastal areas from the south to southwest. A Santa Barbara Channel tsunami could affect much of the mainland coastal areas, because the Channel Islands would not provide any protection for the mainland (City of Ventura, 1989).

The worst recorded tsunami to hit California was in 1812. An earthquake occurred in the Santa Barbara Channel, and the resulting waves are reported by some sources to have been up to 15 feet above sea level in Ventura (SEMS Multihazard Functional Response Plan, 1999). The historic record indicates that there is a small probability of occurrence of a major tsunami in Ventura County. The recurrence interval for large tsunamis in California is approximately 100 years (USGS, 1985). This historical record is not extensive enough to develop recurrence predictions for the City.

The Seismic Sea Wave Warning System (SSWWS), directed by the U.S. Coast and Geodetic Survey, is the primary source of tsunami detection. This system has been in operation since 1948. The SSWWS and other cooperating countries operate a system of seismographs and tide stations. The purpose of this system is to provide early warning to low lying areas of the approach of tsunamis. In addition to the SSWWS, the Ventura County Sheriff's department has the responsibility to alert coastal areas, and work with local police departments should an evacuation be necessary.

The Ventura Fire Department has devised and maintains a comprehensive Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan (1999) that addresses the City's planned response to extraordinary emergency situations associated with natural disasters, including tsunamis. The plan provides operational concepts, identifies sources of outside support that would be provided through mutual aid agreements, State and Federal agencies, and the private sector.

All of the coastal areas in Ventura County are susceptible to tsunamis. Within the City of Ventura, the most threatened areas would be along the coast and rivers, as shown in Figure 4.6-6. In particular, the Harbor and parts of the Downtown district are within the Tsunami Hazard Zone. New development in these areas would be subject to tsunami-related damage.

Due to its proximity to the coast and relatively low elevation, the Olivas expansion area would appear to be the most susceptible to tsunami hazards among the five potential expansion areas. However, none of the potential expansion areas under consideration are within the designated

Tsunami Hazard Zone. Therefore, each scenario would essentially be equally susceptible to tsunami inundation. General Plan Action 7.8 would require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of tsunami hazard zones. Action 7.9 requires the City to continue to maintain and implement the SEMS Multihazard Functional Response Plan. In addition, it is anticipated that the City will continues its participation in the Seismic Sea Wave Warning System. Thus, area residents should have ample warning about pending tsunamis and impacts related to tsunami risk would be less than significant.

MITIGATION MEASURES

Continuing participation in the Seismic Sea Wave Warning System and maintenance of the SEMS Multihazard Functional Response Plan would reduce impacts related to tsunami risk to less than significant. No additional mitigation would be required.

SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant with continued implementation of current warning programs, though the emphasis on development in coastal areas such as the Harbor and Downtown would place additional buildings and infrastructure at risk of tsunami-related damage.

4.7 HAZARDS and HAZARDOUS MATERIALS

This section analyzes the impacts associated with exposure to hazards and hazardous materials. Impacts relating to hazardous materials use, transportation, and development on brownfield sites are addressed. Potential hazards associated with wildland fires are discussed in Section 4.11, *Public Services*.

4.7.1 Setting

a. Regulatory Setting. The federal government defines a hazardous material as a substance that is toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bioaccumulative properties, persistence in the environment, or that are water reactive.

Use, Storage, and Handling of Hazardous Materials. Numerous federal, state, and local regulations regarding use, storage, transportation, handling, processing and disposal of hazardous materials and waste have been adopted since the passage of the federal Resource Conservation and Recovery Act (RCRA) of 1976. The goal of RCRA is to assure adequate tracking of hazardous materials from generation to proper disposal. California Fire Codes (CFC) Articles 79, 80 et al., which augment RCRA, are the primary regulatory guidelines used by the City to govern the storage and use of hazardous materials. The CFC also serves as the principal enforcement document from which corresponding violations are written.

Pursuant to SB 1082 (1993), the State of California has adopted regulations to consolidate six hazardous materials management programs under a single, local agency, known as the Certified Unified Program Agency (CUPA). In 1997, the Ventura County Hazardous Materials Program was approved by the California Environmental Protection Agency (EPA) to be a Certified Unified Program Agency (CUPA). The CUPA provides regulatory oversight for the following program elements:

- *Hazardous Materials Reporting and Response Planning Program*
- *Uniform Fire Code Business Plan*
- *Hazardous Waste Generator Program*
- *Accidental Release Prevention*
- *Underground Storage Tanks*
- *Aboveground Storage Tanks*

In addition to conducting annual facility inspections, the Hazardous Materials Program is involved with hazardous materials emergency response, investigation of the illegal disposal of hazardous waste, public complaints, and stormwater illicit discharge inspections. The City Fire Department has been designated as the administering agency for CUPA. Accordingly, 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. Threshold quantities are defined as hazardous materials equal to or exceeding 55 gallons or 500 pounds, 200 cubic feet of compressed gas, and/or hazardous waste in any amount.

Soil Contamination. Regulatory agencies such as the United States Environmental Protection Agency (EPA) set forth guidelines that list at what point concentrations of certain contaminants pose a risk to human health. The EPA combines current toxicity values of contaminants with exposure factors to estimate what the maximum concentration of a contaminant can be in environmental media before it is a risk to human health. These concentrations set forth by the EPA are termed Preliminary Remediation Goals (PRGs) for various pollutants in soil, air, and tap water (USEPA Region IX, Preliminary Remediation Goals Tables, 2002). PRG concentrations can be used to screen pollutants in environmental media, trigger further investigation, and provide an initial cleanup goal.

The Los Angeles Regional Water Quality Control Board (RWQCB) has developed an interim guidance document that contains numerical site screening levels to determine the need for remediation of gasoline and volatile organic compound (VOC) contaminated soils (Los Angeles RWQCB, 1996). The guidance document has been used to determine when a site may require remedial action or to establish an acceptable clean up standard for a particular constituent.

Groundwater Contamination. Both the EPA and the California Department of Health Services (DHS) regulate the concentration of various chemicals in drinking water. The DHS thresholds are generally stricter than the EPA thresholds. Primary maximum contaminant levels (MCLs) are established for a number of chemical and radioactive contaminants (Title 22, Division 4, Chapter 15 California Code of Regulations). MCLs are often used by regulatory agencies to determine cleanup standards when groundwater is affected with contaminants.

Large-Scale Hazardous Material Upset. The Ventura Fire Department has devised and maintains a comprehensive Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan (1999) that addresses the city's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, or national security emergencies, including incidents involving major hazardous material upset. The plan provides operational concepts, identifies sources of outside support that would be provided through mutual aid agreements, State and Federal agencies, and the private sector.

Hazardous material incidents differ from other emergency response situations because of the wide diversity of causative factors and the pervasiveness of the potential threat. Circumstances such as the prevailing wind and geographic features in the vicinity of emergency incidents are relevant factors that may greatly increase the hazardous chemical dangers. Incidents may occur at fixed facilities where, most likely, the occupants have filed site-specific emergency response contingency and evacuation plans. However, incidents may also occur at any place along any land, water, or air transportation routes, and may occur in unpredictable areas, relatively inaccessible by ground transportation.

The Ventura City Fire Department responds to all hazardous materials calls within the City of Ventura. The city maintains a hazardous materials (HAZMAT) team at Fire Station 6, located at 10979 Darling Road. The HAZMAT team is specially trained and equipped to respond to emergencies involving potentially hazardous materials. As partners to a region wide Hazardous Materials Response Plan, additional fire protection equipment and staffing specifically designed for hazardous materials incidents is available from the City of Oxnard, the

Ventura County Fire Protection District and the U.S. Naval Construction Battalion Center in Port Hueneme.

b. Hazardous Materials. Improper use, storage, transport, and disposal of hazardous materials and waste may result in harm to humans, surface and groundwater degradation, air pollution, fire, and explosion. The risk of hazardous material exposure can come from a range of sources; these may include household uses, agricultural/commercial/industrial uses, transportation of hazardous materials, and abandoned industrial sites known as brownfields.

Household Products. By far the most common hazardous materials are those found or used in the home. Waste oil is a common hazardous material that is often improperly disposed of and can contaminate surface water through runoff. Other household hazardous wastes (used paint, pesticides, cleaning products and other chemicals) are common and often improperly stored in garages and homes throughout the community. Because of their prevalence and proximity to residents, household products constitute the most pervasive health hazard facing residents of the community.

Commercial and Industrial Uses. The City and County of Ventura (per CUPA) regulate several hundred facilities in the planning area that meet specified threshold quantities for hazardous materials. Under Chapter 6.95, Section 25503 of the California Health and Safety Code, Business Plans are required from California businesses that handle a hazardous material. As part of the Business Plan, emergency response plans must be developed and training sessions provided to employees. Businesses are routinely inspected by the Ventura County Environmental Health Division to ensure that handling, storage, and waste disposal practices conform to appropriate laws and regulations.

Larger users of hazardous materials include commercial manufacturing, petroleum exploration, industrial fabrication, biotechnology, and agribusinesses. These businesses are confined primarily to the Ventura Avenue area from Thompson Avenue to Stanley Avenue, the North Avenue area, and the Arundell district. Potentially hazardous materials used by businesses in these areas include petroleum based fuels, chlorinated solvents, acrylic coatings, corrosive or caustic additives, and to a lesser extent, chemical fertilizers, pesticides and herbicides.

Agricultural Pesticide Use. Scattered agricultural operations are located throughout the East Ventura and portions of West Ventura. Orchards in particular are often sprayed with various pesticides, which can contaminate the soils. In general, pesticide use can result in health impacts to those who come in contact with such chemicals and are unprotected. The County of Ventura requires that pesticides be applied so as to prevent substantial pesticide drift onto nearby properties. The Ventura County Agricultural Commissioner's office retains a registry of pesticides used on individual agricultural parcels in the County. Please refer to Section 4.1, *Agriculture*, for further discussion of potential conflicts between agricultural and potential new development.

Major Rail and Truck Transportation Corridors. The most likely cause of a major hazardous materials (HAZMAT) incident is a transportation accident involving a vehicle carrying hazardous materials. Historically, HAZMAT incidents frequently occur on the heaviest traveled streets, freeway interchanges, and railroad crossings. Although the odds of occurrence are less for a railroad HAZMAT incident, the severity is potentially greater because of the

numerous rail tanker cars involved and the potential for chemicals and explosive substances being mixed together. Hazardous materials are also transported by vessel. Vessels transporting hazardous materials are confined to the ocean and harbor areas of the city.

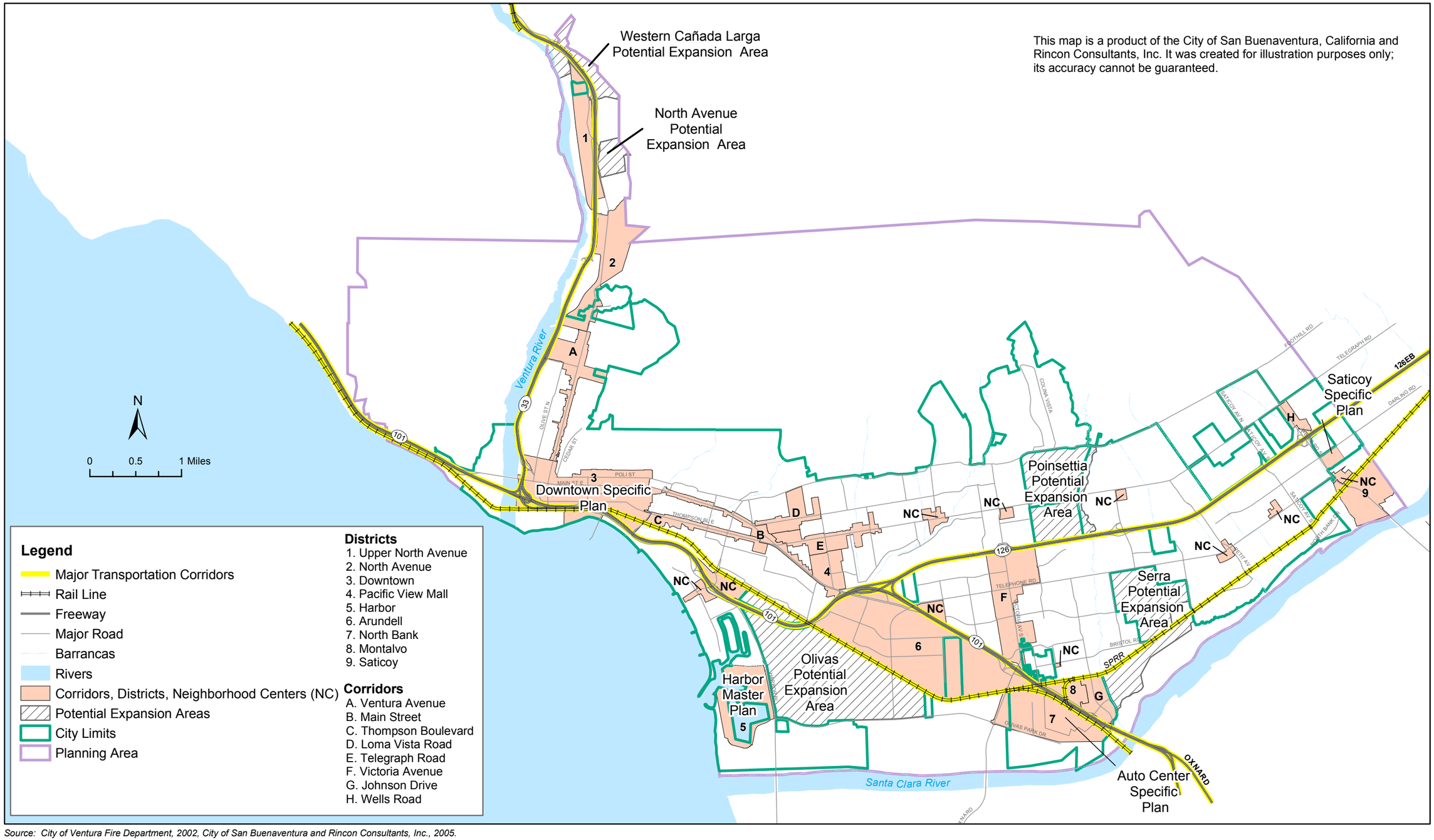
The main arteries in the City utilized by transporters of hazardous materials and waste are State Route 33, U.S. 101, State Route 126, and the Union Pacific Railroad (see Figure 4.7-1). The City does not currently restrict travel ways for hazardous materials transportation. Trains and trucks commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. When properly contained, these materials present no hazard to the community. But in the event of an accident or derailment, such materials may be released, either in liquid or gas form. In the case of some chemicals (such as chlorine), highly toxic fumes may be carried far from the accident site.

Pipelines. Underground pipelines are located throughout the City. Natural gas, crude oil, and refined petroleum products are transported in these lines. The failure of these pipelines can expose the adjacent population and improvements to the dangers of potential fire and explosion from the ignition of materials release. Pipelines are inspected on a regular basis per state and federal requirements, and normally present no hazard to the community.

Brownfield Sites. "Brownfield" sites are areas with actual or perceived contamination and that may have potential for redevelopment or reuse. Brownfields are often former industrial facilities that were once the source of jobs and economic benefits to the community, but lie abandoned due to fears about contamination and potential liability. Table 4.7-1 lists potential contaminants that may exist in brownfield areas. The United States Environmental Protection Agency (EPA) has selected the Ventura Westside neighborhood as part of a two-year Brownfield Assessment Demonstration Pilot Program (see Figure 4.7-2). The program calls for environmental assessments on former industrial properties to leverage their cleanup and redevelopment, make the sites more attractive to prospective developers, and generate employment and tax revenue. A 2001 study by West Coast Environmental Engineering identified properties potentially eligible for funding for site assessments (if the property owner is willing to participate in the pilot program.

The EPA granted the City $200,000 in 1999 for the pilot program that can be used for Phase I and Phase II site assessments, but may not be used for remediation. It is difficult to locate property owners interested in participating in the program, possibly due to concerns regarding liability for site remediation under the federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

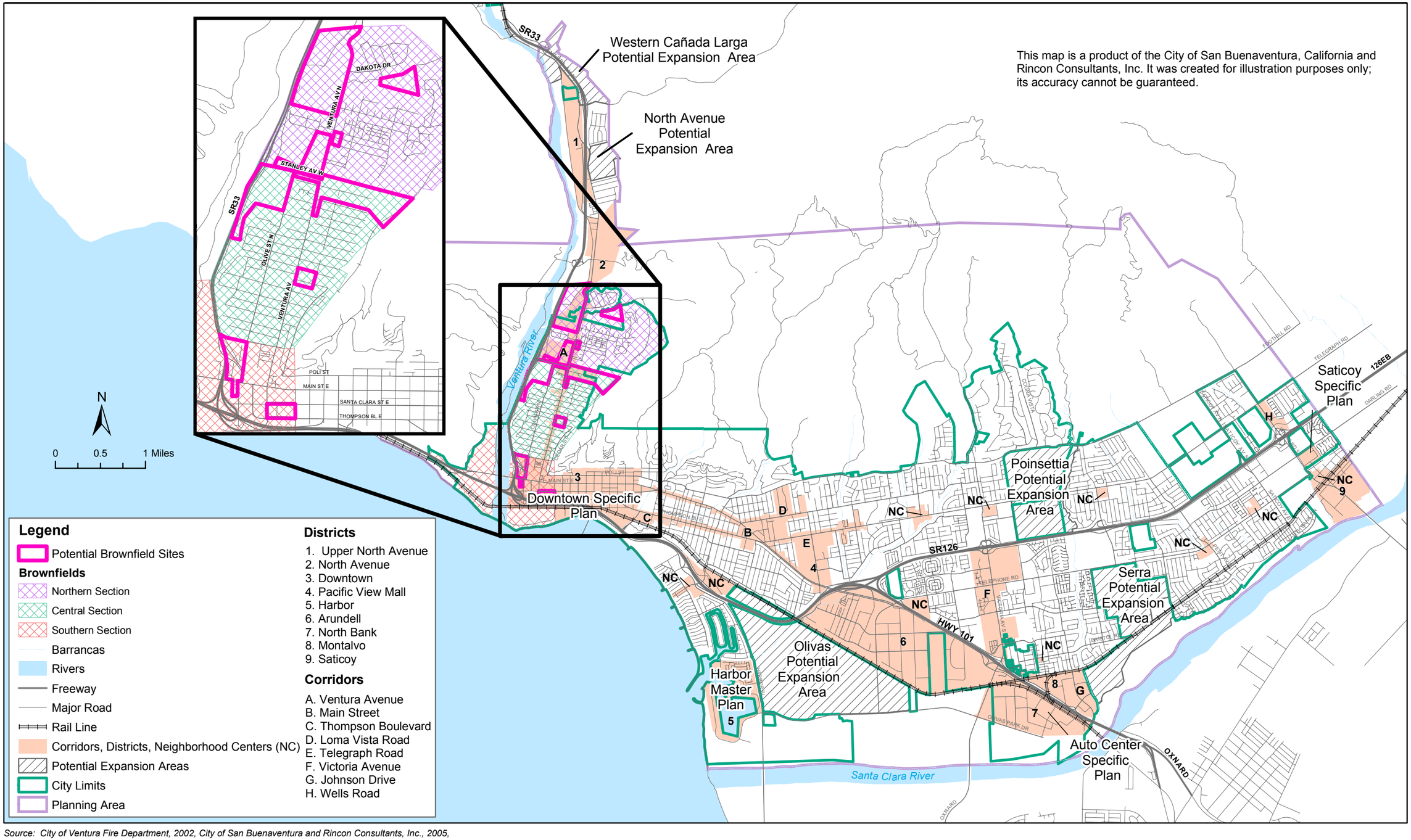
CERCLA was amended in January of 2002 with passage of the Small Business Liability Relief and Brownfields Revitalization Act. This Act provides some relief for small businesses from liability under CERCLA. It authorizes $200 million per fiscal year through 2006 to provide financial assistance for brownfield revitalization. While some exclusions exist (such as for facilities at which there has been a release of PCBs), there are essentially four distinct funding opportunities available to the City under this Act beginning in fall 2002: (1) up to $350,000 for site characterization; (2) $200,000 for remediation of a brownfield site; (3) $200,000 for environmental employment and training for residents impacted by brownfields; and (4) $1,000,000 in revolving loan funds for remediation.



Source: City of Ventura Fire Department, 2002, City of San Buenaventura and Rincon Consultants, Inc., 2005.

Major Rail and Truck Transportation Corridors Figure 4.7-1

City of Ventura



Source: City of Ventura Fire Department, 2002, City of San Buenaventura and Rincon Consultants, Inc., 2005, and West Coast Environmental and Engineering, 2001.

Areas Within Brownfield Assessment Demonstration Pilot Program Figure 4.7-2

City of Ventura

Table 4.7-1
Potential Environmental Contaminants by Industry

Industry Type	Typical Operations	Potential Contaminants
Oilfield and Oilfield Service	Oil production and handling, oil tool, welding, and machine shops, vacuum truck services, equipment storage yards, waste disposal, wireline, perforation	Toxic metals, petroleum solvents, chlorinated solvents, semivolatile hydrocarbons, polychlorinated biphenyls (PCBs)
Scrap Metal and Salvage Yards	Metal recycling, equipment scrapping, waste disposal, auto salvage, vehicle scrapping	Toxic metals, petroleum solvents, chlorinated solvents, semivolatile hydrocarbons, PCBs
Chemical Facilities	Chemical supply, refineries, natural gas processing/compression plants, bulk fuel storage/sales	Toxic metals, petroleum solvents, chlorinated solvents, semivolatile hydrocarbons, caustics and acids, PCBs
Quarry Sites	Rock quarries, mining, processing, mixing	Toxic metals, petroleum solvents, chlorinated solvents, semivolatile hydrocarbons, explosive charges

Source: West Coast Environmental and Engineering, 2001.

Although the funding already granted to the City is restricted to sites not contaminated by petroleum, it can still be used for Phase I (and possibly part of Phase II) activities, as it may not be readily apparent that petroleum contamination exists at a particular site, and commingling of substances may allow for the funding to be utilized at certain sites. The 2002 legislation allows greater flexibility in the use of future funds. Other potential federal funding sources include:

- *The Department of Housing and Urban Development Empowerment Zone/Enterprise Community program*
- *The Department of Transportation Livable Communities program*
- *The Department of Commerce Economic Development Administration*
- *Various Department of the Interior programs*
- *The State Department of Toxic Substances Control Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Brownfield Loan Program*

The CLEAN Program (enacted in 2000) establishes financial incentives to encourage property owners, developers, community groups and local governments to redevelop abandoned and underutilized urban properties in California. Initially $85 million was available through this program; however, only $6 million is currently available in revolving loan funds. Some restrictions on the use of this funding exist (e.g., the property may not be previously owned by the government).

4.7.2 Impact Analysis

a. Methodology and Thresholds of Significance. For the purpose of this analysis, a significant impact would occur if the project would:

- *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials*
- *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*
- *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school*
- *Be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment*
- *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan*

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of hazardous material impacts for each of the scenarios under consideration. A discussion of the impacts follows.

The 2005 General Plan includes the following policy and actions intended to minimize human exposure to hazardous substances:

Policy 7D *Minimize exposure to air pollution and hazardous substances.*

Action 7.20 *Require air pollution point sources to be located safe distances from sensitive sites such as homes and schools.*

Action 7.24 *Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.*

Action 7.25 *Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects.*

Action 7.26 *Seek funding for cleanup of sites within the Brownfield Assessment Demonstration Pilot Program and other contaminated areas in West Ventura.*

Action 7.27 *Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the*

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Hazardous Material Use and Storage (Impact HAZ-1)	The Ventura Avenue corridor, the western portion of the Downtown district, the Arundell district, and the northwest portion of the North Bank districts contain relatively high concentrations of hazardous material users. Compliance with General Plan policies and actions reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. All expansion areas under this scenario include agricultural activity and associated pesticide/herbicide use and storage. Compliance with General Plan policies and actions reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Potential expansion impacts similar to Scenario 2. Compliance with General Plan policies and actions reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Potential expansion impacts similar to Scenario 2. Compliance with General Plan policies and actions reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Potential expansion impacts similar to Scenario 2, though the Western Cañada Larga area is primarily open land. Compliance with General Plan policies and actions reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Potential expansion impacts similar to Scenario 2. Compliance with General Plan policies and actions reduces impacts to Class III, less than significant.
Transportation of Hazardous Materials (Impact HAZ-2)	Development adjacent to major transportation corridors may be at risk of exposure to hazardous materials in the event of an accident on these routes. Continued participation in the SEMS Multihazard Functional Response Plan reduces impacts to Class III, less than significant.	Intensification/reuse hazards similar to Scenario 1. The North Avenue, Olivas, and Serra expansion areas are adjacent to U.S. 101, SR 33, and/or the railroad. Continued participation in the SEMS Multihazard Functional Response Plan reduces impacts to Class III, less than significant.	Intensification/reuse hazards similar to Scenario 1. The North Avenue expansion area is adjacent to SR 33, and the railroad is adjacent to the Olivas expansion area. Continued participation in the SEMS Multihazard Functional Response Plan reduces impacts to Class III, less than significant.	Intensification/reuse hazards similar to Scenario 1. The North Avenue expansion area is adjacent to SR 33, and the railroad bisects the Serra expansion area. Continued participation in the SEMS Multihazard Functional Response Plan reduces impacts to Class III, less than significant.	Intensification/reuse hazards similar to Scenario 1. The North Avenue and Western Cañada Larga expansion areas are adjacent to SR 33, which is a major truck transportation corridor. Continued participation in the SEMS Multihazard Functional Response Plan reduces impacts to Class III, less than significant.	Intensification/reuse hazards similar to Scenario 1. The North Avenue expansion area is adjacent to SR 33, and SR 126 forms the southern boundary of the Poinsettia expansion area. Continued participation in the SEMS Multihazard Functional Response Plan reduces impacts to Class III, less than significant.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Brownfield Sites (Impact HAZ-3)	Future development on brownfields and other sites with a potential for contamination, particularly in the Ventura Avenue corridor could create a public safety hazard. Compliance with General Plan Action 7.22, which requires soil and groundwater assessment, would reduce impacts to Class III, less than significant.	Intensification/reuse hazards similar to Alternative 1. No identified brownfield sites in North Avenue, Olivas, or Serra expansion areas. Compliance with General Plan Action 7.22 would reduce impacts to Class III, less than significant.	Intensification/reuse hazards similar to Alternative 1. No identified brownfield sites in North Avenue or Olivas expansion areas. Compliance with General Plan Action 7.22 would reduce impacts to Class III, less than significant.	Intensification/reuse hazards similar to Alternative 1. No identified brownfield sites in North Avenue or Serra expansion areas. Compliance with General Plan Action 7.22 would reduce impacts to Class III, less than significant.	Intensification/reuse hazards similar to Alternative 1. No identified brownfield sites in North Avenue or Western Cañada Larga expansion areas. Compliance with General Plan Action 7.22 would reduce impacts to Class III, less than significant.	Intensification/reuse hazards similar to Alternative 1. No identified brownfield sites in North Avenue or Poinsettia expansion areas. Compliance with General Plan Action 7.22 would reduce impacts to Class III, less than significant.

supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of any identified contamination).

Action 7.28 *Educate residents and businesses about how to reduce or eliminate the use of hazardous materials, including by using safer non-toxic equivalents.*

Action 7.29 *Require non-agricultural development to provide buffers of 50 feet or more from agricultural operations to minimize the potential for pesticide drift.*

Action 7.30 *Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate City, County, State and Federal agencies in the event of a violation.*

Action 7.31 *Work toward voluntary reduction or elimination of aerial and synthetic chemical application in cooperation with local agricultural interests and the Ventura County agricultural commissioner.*

Impact HAZ-1	**Some industrial and agricultural operations within the Planning Area use hazardous materials to which current and future residents could be exposed. Potential development near hazardous material users could expose individuals to health risks due to soil/groundwater contamination or emission of hazardous materials into the air. However, compliance with proposed General Plan policies and actions, in combination with existing regulations, would reduce potential impacts associated with hazardous material use to a Class III, *less than significant*, level for any of the six land use scenarios.**

The development of residential uses in proximity to commercial and industrial uses that use or store hazardous materials increases the risk of exposure to deleterious health effects. Areas where users of large quantities of hazardous materials are located are confined primarily to industrial areas along Ventura Avenue from Thompson Avenue to Stanley Avenue, in the North Avenue area, and in the Arundell district, and in agricultural lands in and around the Planning Area. Development or redevelopment in these areas would have the potential for exposure of hazardous materials to the public. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites.

There are numerous federal, state, and local regulations regarding use, storage, transportation, and disposal of hazardous materials and waste. In addition, the 2005 General Plan contains policies that aim to minimize adverse impacts to health and quality of life associated with

exposure to hazardous materials. Action 7.24 allows projects involving sensitive land uses only if a health risk analysis indicates that the health risk would not be significant. Action 7.27 requires proponents of projects on or immediately adjacent to lands in industrial, commercial or agricultural use to undertake soil and groundwater contamination assessment in accordance with ATSM standards, and requires remediation if necessary. Action 7.25 states that the updated development code should specify that mixed use projects may not include uses that pose significant health effects.

Scenario 1 - Intensification/Reuse Only

This land use scenario emphasizes intensification and reuse of properties within the urbanized areas of the City. By adding mixed use and residential development in areas where there are users of hazardous materials, the potential for exposure may increase due to: (1) potential soil/groundwater contamination due to past practices; and (2) the proximity of new residential development to ongoing activity involving the use of hazardous materials. Areas that would be most affected are the Upper North Avenue, North Avenue, Downtown (western part), and Arundell districts, and the Ventura Avenue corridor. Other areas of possible concern due to possible soil or groundwater contamination are the agricultural lands in the Saticoy, Thille, and Arundell areas that could be developed under this scenario.

Residential development within the Upper North Avenue, North Avenue, and Arundell districts would largely be limited to live/work or work/live housing and the number of new residences in these areas is not expected to be substantial. The Downtown district and the Ventura Avenue corridor are expected to accommodate larger numbers of housing units, which may be located adjacent to or near existing industrial facilities. The introduction of residential components in these areas of the City could potentially increase exposure to hazardous materials. However, the policies described above would require appropriate evaluation and, if necessary, remediation of significant health risks. Implementation of proposed 2005 General Plan policies and actions on all new development would reduce health and safety risks to a less than significant level.

Development on agricultural lands could potentially expose construction workers and area residents to agricultural chemicals that could be present in site soils. However, implementation of the requirements of Action 7.27 would reduce such impacts to a less than significant level.

Scenario 2 - Intensification/Reuse + North Avenue + Olivas + Serra

Intensification/reuse impacts under this scenario would be similar to those of Scenario 1. In addition, each of the expansion areas included in this scenario is currently used for agriculture, which likely involves the use of various pesticides and herbicides. However, as noted above, 2005 General Plan Action 7.27 requires proponents of projects on or adjacent to agricultural lands to perform soil and groundwater assessments and, if necessary, remediation. Compliance with these requirements would reduce impacts to a less than significant level.

Scenario 3 - Intensification/Reuse + North Avenue + Olivas

Impacts associated with this scenario would be similar to those of Scenario 2. Compliance with proposed 2005 General Plan policies and actions would reduce impacts to a less than significant level.

Scenario 4 - Intensification/Reuse + North Avenue + Serra

Impacts associated with this scenario would be similar to those of Scenario 2. Compliance with proposed 2005 General Plan policies and actions would reduce impacts to a less than significant level.

Scenario 5 - Intensification/Reuse + North Avenue + Western Cañada Larga

Intensification/reuse impacts under this scenario would be similar to those of Scenario 1. In addition, the North Avenue expansion area is primarily used for agricultural purposes as is a small portion of the Western Cañada Larga expansion area. These agricultural activities likely involve the use of various pesticides and herbicides. As noted above, 2005 General Plan Action 7.27 requires proponents of projects on or adjacent to agricultural lands to perform soil and groundwater assessments and, if necessary, remediation. Compliance with these requirements would reduce impacts to a less than significant level.

Scenario 6 - Intensification/Reuse + North Avenue + Poinsettia

Impacts associated with this scenario would be similar to those of Scenario 2. Compliance with proposed 2005 General Plan policies and actions would reduce impacts to a less than significant level.

MITIGATION MEASURES

Compliance with federal, state, and local regulations, in combination with the proposed 2005 General Plan policies and actions, would reduce impacts to a less than significant level. No mitigation is required.

SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulations and proposed General Plan policies and actions would reduce potential impacts associated with risk through the use, storage, or disposal of hazardous materials to a less than significant level for any of the six land use scenarios.

Impact HAZ-2	**The transportation of hazardous materials could potentially create a public safety hazard for new development that could be accommodated along major transportation corridors under the General Plan Update. Provided that the City continues its participation in the SEMS Multihazard Functional Response Plan, impacts would be Class III, *less than significant*, for any of the six land use scenarios.**

While incidents related to hazardous materials spills are infrequent, accidents along major transportation corridors are a possibility. Hazardous materials are transported along U.S. 101, SR 126, and/or SR 33, as well as the railroad lines throughout the City (see Figure 4.7-1). Although the odds of occurrence are less for a hazardous materials incident along a railroad, the severity is potentially greater because of the numerous rail tanker cars involved and the potential for chemicals and explosive substances being mixed together. When properly contained, these materials present no hazard to the community. However, in the event of an accident or derailment, such materials may be released, either in liquid or gas form.

The Ventura Fire Department has devised and maintains a comprehensive Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan that addresses the city's planned response to extraordinary emergency situations including incidents involving major hazardous material upset. The plan provides operational concepts, identifies sources of outside support that would be provided through mutual aid agreements, State and Federal agencies, and the private sector.

Scenario 1 - Intensification/Reuse Only

Scenario 1 emphasizes development within districts and corridors that are already urbanized, some of which are adjacent to major transportation corridors that may be used to transport hazardous materials. U.S. 101 bisects the Downtown district and is adjacent to the Pacific View Mall district, Victoria Avenue corridor, North Bank district, Montalvo district, and Johnson Drive corridor. SR 126 is adjacent to the Victoria Avenue and Wells Road corridors. SR 33 bisects the Downtown and Upper North Avenue districts and is adjacent to the Ventura Avenue corridor and North Avenue district. The railroad bisects the Downtown, North Bank, Montalvo, and Saticoy districts and is adjacent to the Arundell district. By increasing the density of development in these areas, more people would be at risk of exposure to hazardous materials in the event of an accident on these routes. However, provided that the City continues implementation of the SEMS Multihazard Functional Response Plan, impacts related to risk of upset along major transportation corridors would not be significant.

Scenario 2 - Intensification/Reuse + North Avenue + Olivas + Serra

Intensification/reuse impacts would be similar to those of Scenario 1. New development within the potential expansion areas could also put more people at risk. U.S. 101 crosses the Olivas expansion area and SR 33 is adjacent to the North Avenue potential expansion areas. The railroad bisects the Serra area and forms the northeast boundary of the Olivas expansion area.

Although the line that crosses through the Serra area is not currently in use, the line adjacent to the Olivas area carries both passenger and freight traffic. As with Scenario 1, additional risks associated with intensification and reuse could potentially expose more people to hazardous materials in the event of a major upset along these transportation routes. However, provided that the City continues implementation of the SEMS Multihazard Functional Response Plan and maintains a regional hazmat response program that meets State and Federal requirements, impacts related to risk of upset along major transportation corridors would be mitigated.

Scenario 3 - Intensification/Reuse + North Avenue + Olivas

Intensification/reuse impacts would be similar to those of Scenario 1. New development within the potential expansion areas could also put more people at risk. U.S. 101 crosses the Olivas expansion area and SR 33 is adjacent to the North Avenue potential expansion areas. The railroad forms the northeast boundary of the Olivas expansion area. As with Scenario 1, additional risks associated with intensification and reuse could potentially expose more people to hazardous materials in the event of a major upset along these transportation routes. However, provided that the City continues implementation of the SEMS Multihazard Functional Response Plan, impacts related to risk of upset along major transportation corridors would not be significant.

Scenario 4 - Intensification/Reuse + North Avenue + Serra

Intensification/reuse impacts would be similar to those of Scenario 1. New development within the potential expansion areas could also put more people at risk. U.S. 101 crosses the Olivas expansion area and SR 33 is adjacent to the North Avenue potential expansion areas. The railroad bisects the Serra area and forms the northeast boundary of the Olivas expansion area. Although the line that crosses through the Serra area is not currently in use, it potentially could be used at some point in the future. As with Scenario 1, additional risks associated with intensification and reuse could potentially expose more people to hazardous materials in the event of a major upset along these transportation routes. However, provided that the City continues implementation of the SEMS Multihazard Functional Response Plan, impacts related to risk of upset along major transportation corridors would not be significant.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Intensification/reuse impacts would be similar to those of Scenario 1. New development within the potential expansion areas could also put more people at risk. Both the North Avenue and Western Cañada Larga potential expansion areas are adjacent to SR 33, which is a major truck transportation corridor. As with Scenario 1, additional risks associated with intensification and reuse could potentially expose more people to hazardous materials in the event of a major upset along these transportation routes. However, provided that the City continues implementation of the SEMS Multihazard Functional Response Plan, impacts related to risk of upset along major transportation corridors would not be significant.

Scenario 6 - Intensification/Reuse + North Avenue + Poinsettia

Intensification/reuse impacts would be similar to those of Scenario 1. New development within the potential expansion areas could also put more people at risk. The North Avenue expansion

area is adjacent to SR 33 and SR 126 forms the southern boundary of the Poinsettia expansion area. In addition to the potential impacts discussed under Scenario 1, new development in these areas would be subject to risk of hazardous materials exposure if an accident were to occur on these routes. Compliance with hazardous materials transport regulations and the SEMS Multihazard Functional Response Plan would reduce the risk to less than significant.

MITIGATION MEASURES

Compliance with existing hazardous materials transportation regulations as well as continuing participation and maintenance of the SEMS Multihazard Functional Response Plan would reduce impacts related to hazardous material upset risk to a less than significant level. No mitigation would be required.

SIGNIFICANCE AFTER MITIGATION

With implementation of the SEMS and 2005 General Plan policies and actions, impacts would be less than significant for any of the six land use scenarios.

Impact HAZ-3	**Future development on brownfields and other sites with potential soil or groundwater contamination could create a public safety hazard. However, compliance with City policies requiring soil and groundwater assessments on these sites would reduce impacts to Class III, *less than significant*, for any of the six land use scenarios.**

Any developed property has the potential for soil contamination due to operation of motor vehicles and use of solvents and other materials that could have been spilled over the years. Generally speaking, the risk of significant contamination requiring remedial action is low through most of the Planning Area. However, portions of West Ventura have been identified as brownfields with a high likelihood of significant contamination issues. Generally speaking, soil contamination does not pose an unmitigable obstacle to development or redevelopment insofar as proper treatment or removal of contaminated soils can usually mitigate potential health hazards. Testing of site soils, and removal of any contaminated soils, would be warranted prior to grading or development in these areas.

The 1.7-square mile Westside neighborhood is believed to contain approximately 30 brownfield sites, many of which have unknown levels of contamination. There are approximately 19 potential hazardous waste sites per square mile in the Westside, compared to just one per square mile in the rest of the City. The sites include an ammonia nitrate plant, a large salvage and metal recycling operation, an abandoned rocklite mine, and various heavy commercial and industrial operations, and oil industry facilities. Some of the brownfield parcels are adjacent to residential neighborhoods, a school, parks and open space, and the Ventura River.

The northern section of the study area has historically been dominated by oil production and the businesses that support this industry. Currently, this area consists of a mix of land use dominated to some degree by industrial uses. Figure 4.7-2 highlights the parcels most likely to

contain brownfield sites in this area (where previous businesses were clustered): the north side of Stanley Avenue, along Ventura Avenue near the intersection of Franklin Lane, and west of Ventura Avenue north of Barry Lane.

Businesses in the central section included a refinery in the northwest portion of this area, rock quarries at the end of Rocklite Road and at the west end of Stanley Avenue in the Ventura River bottom, and an oil tool/machine shop in the area of Kellogg Street that eventually converted to a steel company. These businesses are clustered along the south side of Stanley Avenue, both sides of Rocklite Road, between Olive Street and State Route 33 (north of West Lewis Street), and at various locations along Ventura Avenue.

The southern section included oilfield service companies (wireline, perforating and well workovers), chemical suppliers, bulk fuel storage and sales, commercial laundries, auto salvage yards, and metal fabrication. These businesses were centered on the north Main Street along Julian and Peking Streets, along West Park Row and Dubbers Street, along Olive Street immediately north and south of Main Street, and along Ventura Avenue north of Thompson Boulevard.

The EPA granted the City $200,000 in 1999 for the pilot program that can be used for Phase I and Phase II site assessments, but may not be used for remediation. It is difficult to locate property owners interested in participating in the program, possibly due to concerns regarding liability for site remediation under the federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

CERCLA was amended in January of 2002 with passage of the Small Business Liability Relief and Brownfields Revitalization Act. This Act provides some relief for small businesses from liability under CERCLA. It authorizes $200 million per fiscal year through 2006 to provide financial assistance for brownfield revitalization. While some exclusions exist (such as for facilities at which there has been a release of PCBs), there are essentially four distinct funding opportunities available to the City under this Act beginning in fall 2002: (1) up to $350,000 for site characterization; (2) $200,000 for remediation of a brownfield site; (3) $200,000 for environmental employment and training for residents impacted by brownfields; and (4) $1,000,000 in revolving loan funds for remediation.

Although the funding already granted to the City is restricted to sites not contaminated by petroleum, it can still be used for Phase I (and possibly part of Phase II) activities, as it may not be readily apparent that petroleum contamination exists at a particular site, and commingling of substances may allow for the funding to be utilized at certain sites. The 2002 legislation allows greater flexibility in the use of future funds. Other potential federal funding sources include:

- *The Department of Housing and Urban Development Empowerment Zone/Enterprise Community program*
- *The Department of Transportation Livable Communities program*
- *The Department of Commerce Economic Development Administration*
- *Various Department of the Interior programs*
- *The State Department of Toxic Substances Control Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Brownfield Loan Program*

Scenario 1 - Intensification/Reuse Only

Scenario 1 emphasizes intensification and reuse of already urbanized areas. As discussed above, some of these areas, particularly West Ventura, have been used for industrial operations in the past and contamination associated with those uses may pose a threat to future users of the site. Potential brownfield sites are concentrated in the area around Ventura Avenue. Specifically, parcels in the Downtown district and the Ventura Avenue corridor are within the Brownfield Assessment Demonstration Pilot Program and include parcels that are likely to contain brownfields. Development that involves intensification and reuse of land in this area would require testing and possibly soil remediation actions. Impacts in these areas are considered potentially significant. However, Action 7.27 requires soil and groundwater sampling and, if necessary, remediation under the appropriate oversight agency to reduce risk from possible contamination. In addition, under Action 7.26, the City would continue to seek funding for cleanup of potentially contaminated sites in the West Ventura area. Compliance with 2005 General Plan policies and actions would reduce impacts associated with brownfield redevelopment to a less than significant level. In the long term, remediation of brownfield sites would be expected to improve environmental conditions in the West Ventura area.

Scenarios 2 through 6

Impacts relating to intensification and reuse would be similar to those of Scenario 1. None of the expansion areas included in Scenarios 2-6 are identified as potential brownfield sites. As with Scenario 1, impacts associated with brownfield redevelopment could be reduced to a less than significant level with implementation of proposed 2005 General Plan policies and actions and would be beneficial in the long term.

MITIGATION MEASURES

Compliance with General Plan Action 7.27 would reduce impacts to a less than significant level. No mitigation measures are required.

SIGNIFICANCE AFTER MITIGATION

Implementation of proposed 2005 General Plan policies and actions would reduce impacts associated with brownfield redevelopment to a less than significant level for any of the six land use scenarios.

4.8 HYDROLOGY AND WATER QUALITY

This section addresses impacts to the City's drainage infrastructure as well as surface water quality impacts.

4.8.1 Setting

a. Watershed Hydrology. Drainage patterns within the Planning Area generally begin in the hills north of the City and terminate in the Ventura River, Santa Clara River or the Pacific Ocean. The Ventura County Watershed Protection District (VCWPD) has jurisdiction over and/or maintains about 20 natural and concrete-lined barrancas that serve as major drainage courses in the Planning Area. Watercourses under VCWPD control are listed below by major tributary:

Discharging to the Santa Clara River

- *Franklin Barranca is a concrete channel from SR 126 south to the Santa Clara River. Above SR 126, the barranca is a channelized earth ditch, with erosion stabilization.*
- *Brown Barranca is, for the most part, a stabilized earthen ditch. One segment, from Telegraph Road to SR 126, is partially unstabilized and subject to severe erosion. The sections from SR 126 to the Santa Clara River also have severe bank erosion.*
- *Sudden and Clark Barrancas are mostly concrete lined channels. Sudden Barranca has an unlined portion between Telegraph Road and SR 126.*
- *Harmon and Ondulando Barrancas are primarily natural channels. A portion of Ondulando is a box culvert and Harmon is natural to Telegraph Road then box culvert, dirt, natural, and rip-rap sides as it proceeds downstream.*
- *Moon Ditch is a concrete channel and culvert system.*

Discharging to the Pacific Ocean

- *Arundell Barranca is a stabilized natural channel above U.S. 101, with the exception of channelized portions south of Foothill Road to Telegraph Road and in the Hidden Valley subdivision above Foothill Road.*
- *Barlow and Reservoir Barrancas are concrete-lined south of Foothill Road.*
- *Prince and San Jon Barrancas are concrete-lined above Poli Street to the Pacific Ocean, with the exception of a small segment of San Jon Barranca from Main Street to Poli Street.*

Discharging to the Ventura River

- *Dent Drain is a pipe culvert system.*
- *School House Canyon is a natural channel.*
- *Cañada De San Joaquin is a natural channel east of Ventura Avenue, and is a concrete-lined channel for a short segment west of the Avenue.*
- *Los Encinas Barranca is a natural channel east of Ventura Avenue, and a concrete channel to the west.*
- *Cañada Larga Creek is a natural channel east of SR 33.*

VCWPD has permit authority for construction of drainage systems that connect to these barrancas and watercourses, and is responsible for providing adequate hydraulic capacity. VCWPD watercourses are designed to have capacity to safely carry the runoff from a 100-year storm (which has a 1% probability of occurring each year). The barrancas in the City are identified on Figure 4.8-1 (with the exception of Ondulando, Moon Ditch, and the creeks draining to the Ventura River).

The Ventura Vision states that the City should work with county, state, and federal agencies and the VCWPD to maintain the remaining unlined barrancas as natural flood channels and seasonal recreational trails. Concrete-lined barrancas should be restored to their natural conditions where feasible and safe. Where feasible, natural drainage and flood control systems (e.g., wildlife ponds and wetlands) should be utilized over cement retention basins and lined channels.

The City owns and/or maintains local drainage facilities in the City as well as portions of Brown and Clark Barrancas, including approximately 20 miles of major facilities with a diameter equal to or greater than 48 inches. City drainage facilities range from 6 to 96 inches in diameter. The remaining City drainage system connects to these major facilities. Most City facilities are designed to convey the runoff generated from a 10-year storm event within the storm drain, while city streets convey flows above the 10-year storm.

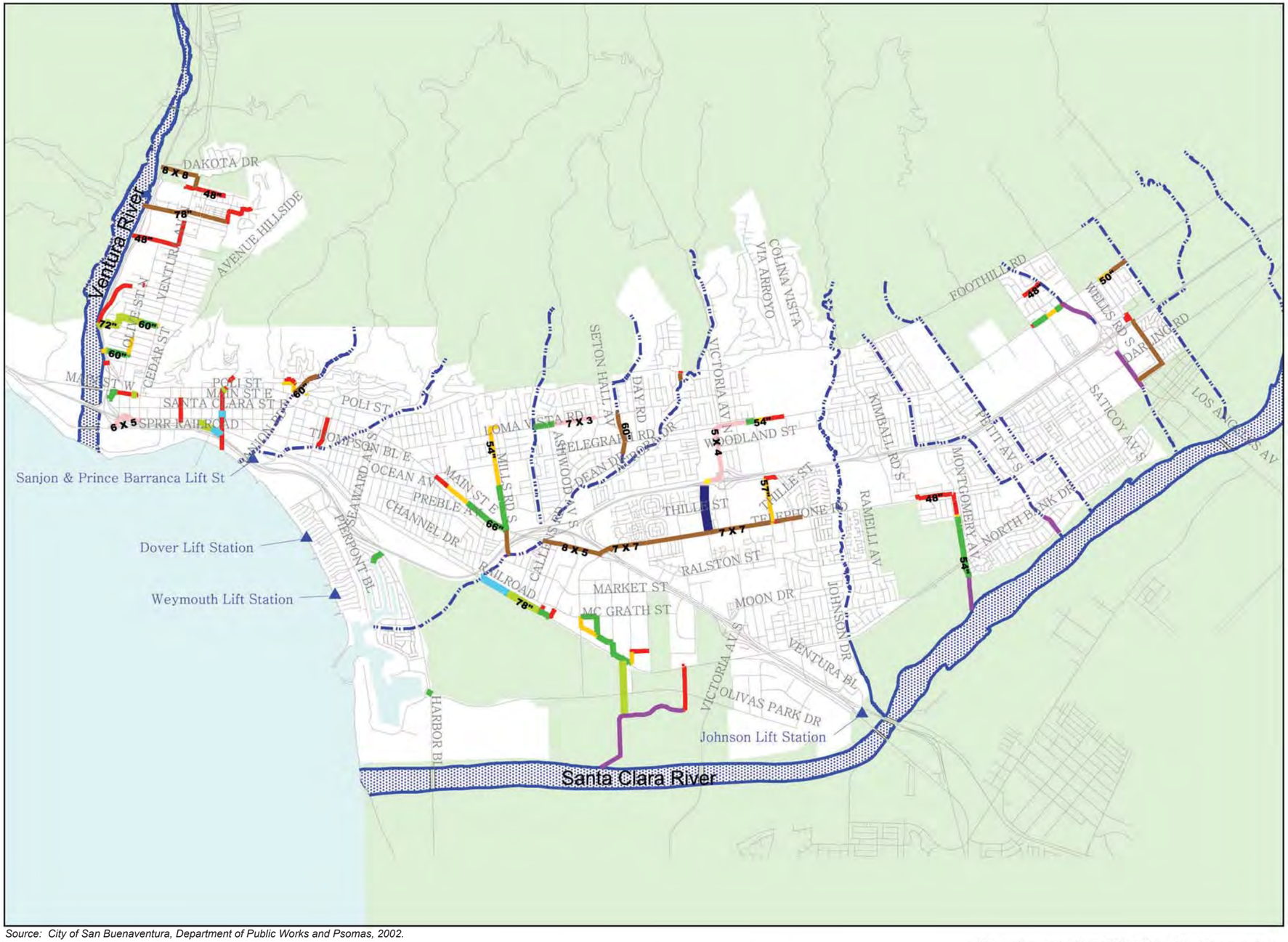
The 1971 Drainage Master Plan notes that many of the tributaries to the major existing storm drains lacked adequate inlet capacity and are undersized. A 1996 deficiency study identified public improvements needed in the Franklin and Brown Barrancas to support future development in the Wells and Saticoy neighborhoods.

Figure 4.8-1 shows major City drainage facilities, and Figure 4.8-2 identifies deficiencies in major drainage facilities (greater than 48"). Correction of these deficiencies ranges in complexity from minor maintenance improvements to major capital improvements. Most of the City's trunk drainage system is adequately sized. The Ventura Avenue neighborhood has the majority (75%) of undersized or inadequate facilities in the City. The Downtown area also has a number of deficiencies that are currently being studied and addressed as part of the Downtown Specific Plan. Figure 4.8-3 compares the linear feet of major storm drains with the linear feet of deficiencies by neighborhood, as reported in the 2003 Master Drainage Needs Assessment Study. Neighborhoods not listed have no documented deficiencies.

As noted on Figure 4.8-2, approximately 50 deficiencies that pertain to drainage facilities 48-inches in diameter or larger are identified in the Draft Master Drainage Needs Assessment Study. These deficiencies include street and private property flooding, corrugated metal storm drain pipes that need replacement, undersized storm drains, and mud/debris problems in agricultural and hillside areas.

There are four lift station facilities in the storm drain system:

- *Dover Lift Station*
- *Weymouth Lift Station*

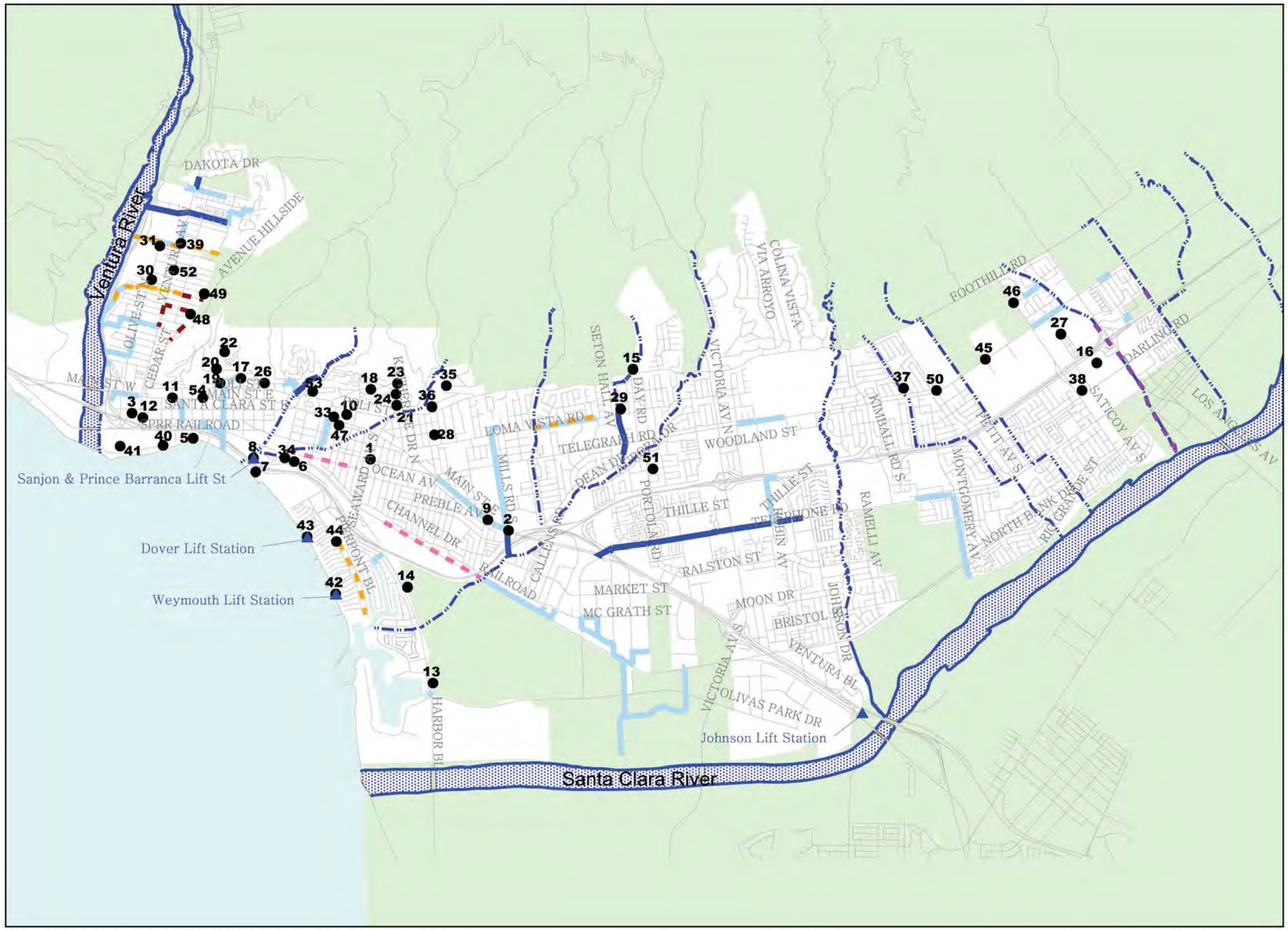


Source: City of San Buenaventura, Department of Public Works and Psomas, 2002.

This map is a product of the City of San Buenaventura, California and Psomas. It was created for illustration purposes only: its accuracy cannot be guaranteed.

Existing Major Drainage Facilities by Facility Size (48″ Diameter and Larger)

Figure 4.8-1



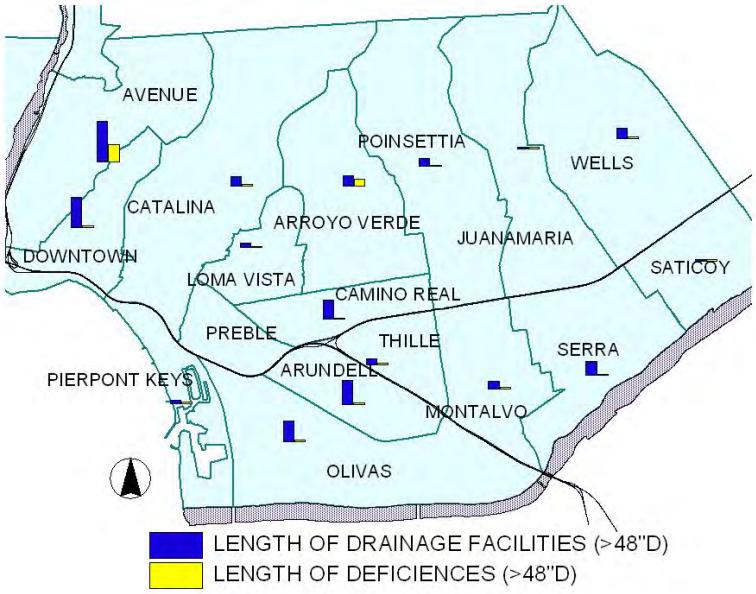
Source: City of San Buenaventura, Department of Public Works and Psomas, 2002.

This map is a product of the City of San Buenaventura, California and Psomas. It was created for illustration purposes only: its accuracy cannot be guaranteed.

Existing Major Drainage Facilities (48″ Diameter and Larger) with Deficiencies

Figure 4.8-2

Figure 4.8-3
Relative Trunk Deficiencies by Neighborhood



- *Johnson Lift Station*
- *San Jon & Prince Barranca Lift Station*

The San Jon Lift Station contributes to flooding that sometimes occurs on Harbor Boulevard, primarily because tidal action blocks drainage from the outlet. Structural improvements have been completed on two of the four lift stations - Weymouth and Dover Lift Stations. Johnson Lift Station is newly online and sufficient. Deferred maintenance has become an issue in the City due to aging drainage facilities. Corrugated metal pipe drains in the older parts of the City are older than 50 years and need to be replaced.

b. Flood Hazards. A flood is a temporary rise in stream flow that results in water overtopping stream banks and inundating adjacent areas not normally covered with water. The floodplain is the relatively flat or lowland area adjoining a stream that is subject to periodic inundation by floodwater. Flooding is a naturally occurring event with some long-range beneficial effects, such as the replenishment of beach sand and nutrients to agricultural lands and the ocean. However, flooding creates a hazard when structures are placed in the floodplain. The Federal Emergency Management Agency (FEMA) describes floods in terms of their frequency of occurrence. For example, the 100-year flood is the flood magnitude that has a one-percent chance of being equaled or exceeded in any given year. This type of designation is based on probability. According to statistical averages, a 25-year flood should occur an average of once every 25 years, but two 25-year floods could conceivably occur in any one-year period. For planning purposes, the 100-year flood is most often used to delineate flood plain boundaries.

Flooding is basically a direct response to the amount, distribution and intensity of precipitation. Most storms are relatively small and do not create flooding. The magnitude and frequency of flood events can be influenced by many factors, including alterations to the characteristics of a drainage basin or a floodplain. Such changes include growth of brush and trees in the flood plain, denudation of vegetation (including by fire), construction of impervious surfaces, channelization, and installation bridges and other stream crossings.

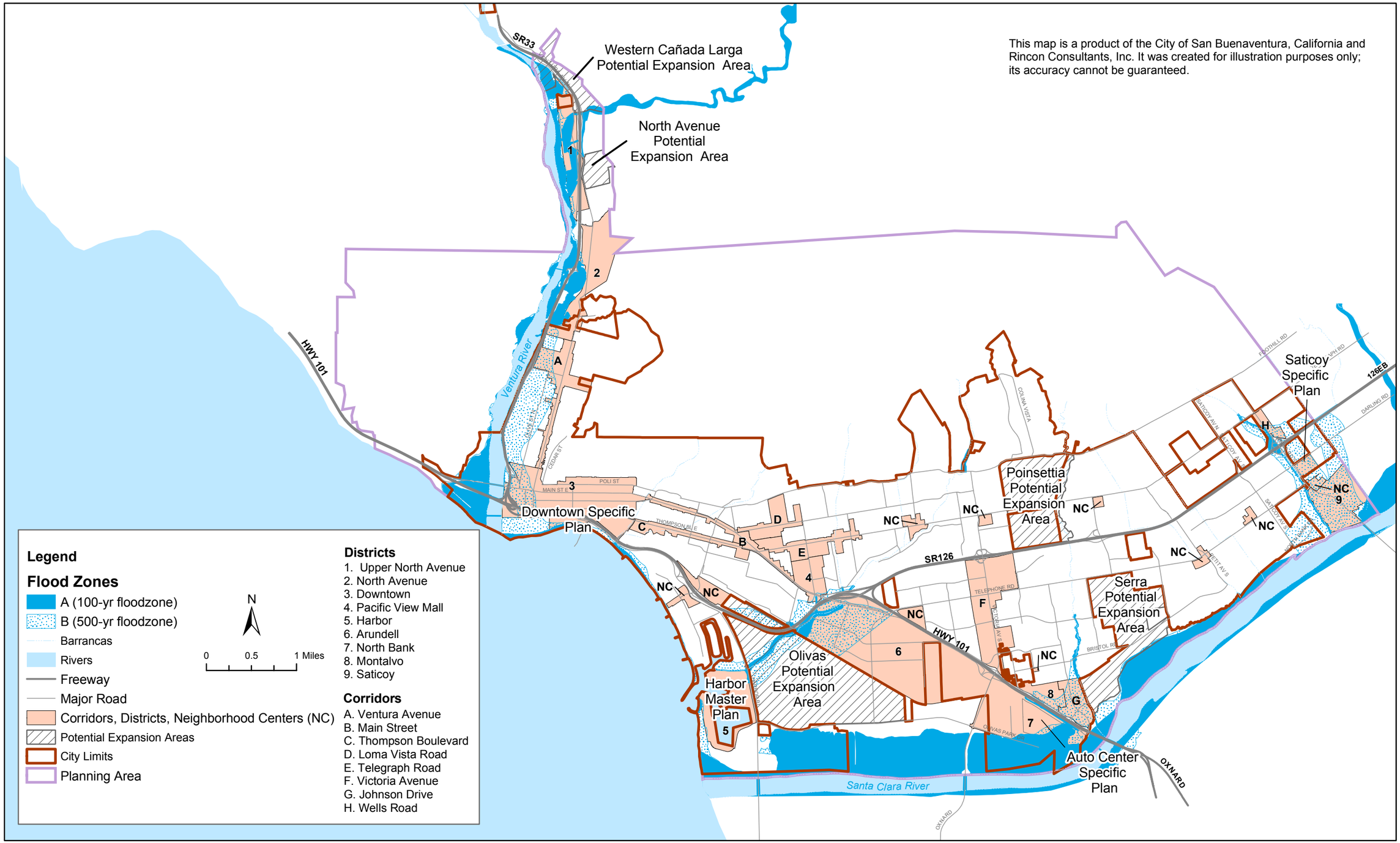
The extent of damage caused by any flood depends on many factors including: topography of the area flooded; depth, duration and velocity of the floodwaters; extent and type of development in the floodplain; and effectiveness of forecasting, warning and emergency operations.

The largest and most damaging recorded natural floods in the Ventura and Santa Clara River watersheds occurred in 1969, with 100-year peak discharges being exceeded in both river channels. Property damage was estimated at $60 million and 13 people were killed. The City wastewater treatment facility was severely damaged, resulting in the discharge of raw sewage onto local beaches. The floods also caused sediment to flow into Ventura Harbor, which had to be dredged to restore use of the waterways. After the 1969 floods, the sediment from the harbor was moved to the Olivas Park golf course, which elevated the golf course enough to act as a dam, narrowing the extent of the Santa Clara River floodplain. Flood events in 1992, 1995 and 1998 along the Ventura River resulted in closure of SR 33 and rescue of persons from the river. The 1992 flood washed out an RV Park south of U.S. 101 and resulted in substantial loss of property. Flood damage also occurred during the severe winter storms of 2004-05.

Figure 4.8-4 shows areas in the City subject to inundation by the 100-year and 500-year floods. FEMA requires that owners of property located in the 100-year flood inundation area maintain flood protection insurance. The 100-year flood hazard area for the Ventura River is relatively small due to construction of a levee along the east bank of the river by the U.S. Army Corps of Engineers in 1948. A 100-year flood along the Santa Clara River would affect a fairly limited area of the City just north of the river near the Olivas Park and Buenaventura golf courses. Other areas that could potentially experience flooding impacts as a result of a 100-year event include land adjacent to the Arundell, Harmon, and Brown Barrancas.

Dam Inundation**.** Table 4.8-1 lists the six dams that could flood portions of the Planning Area if they failed. All of these dams meet applicable safety requirements and, with the exception of Casitas Dam (which is regulated by the Bureau of Reclamation), are inspected by the Division of Dam Safety, California Department of Water Resources, twice per year to ensure they meet all safety requirements and that necessary maintenance is performed. The Bureau of Reclamation has stated that Casitas Dam is in satisfactory condition for normal operations and a safety evaluation is ongoing. Matilija Dam is in the process of being decommissioned. Figure 4.8-5 shows areas that would be inundated in the event of dam failure. The Casitas Dam inundation area includes most of the Ventura River Valley and portions of Downtown. The Castaic and Pyramid Dam inundation area lies north of Olivas Park Drive and south of U.S. 101 and SR 126.

A proposal is currently under review to construct a new debris basin and dam in Lake Canyon that would alleviate flooding problems along the Arundell Barranca. Geotechnical design parameters are intended to ensure that the dam is not likely to fail, and the State Division of



Source: Federal Emergency Management Agency, Flood Insurance Rate Map, 1985, City of San Buenaventura and Rincon Consultants, Inc., 2005.

FEMA Flood Zones Figure 4.8-4

City of Ventura

This map is a product of the City of San Buenaventura, California and Rincon Consultants, Inc. It was created for illustration purposes only; its accuracy cannot be guaranteed.

Western Cañada Larga Potential Expansion Area (to be included in Sphere of Influence if approved in final plan)

North Avenue Potential Expansion Area

Reference for Matilija Dam: City of Ventura, Department of Flood Control, 1973.

Reference for Casitas Dam: U.S. Department of the Interior, Bureau of Reclamation, 1998.

Reference for Pyramid and Castaic Dams: State of California, Department of Water Resources, 1989.

Reference for Santa Felicia Dam: Boyle Engineers, 1974.

Reference for Bouquet Dam: City of Los Angeles, Department of Water and Power, 1974.

Downtown Specific Plan

Harbor Master Plan

Olivas Potential Expansion Area

Poinsettia Potential Expansion Area

Serra Potential Expansion Area

Saticoy Specific Plan

Auto Center Specific Plan

SR33 HWY 101 SR126 126EB OXNARD

Ventura River Santa Clara River

N

0 0.5 1 Miles

Legend

- Bouquet Dam
- Casitas Dam
- Castaic and Pyramid Dams (coterminous)
- Matilija Dam
- Santa Felicia Dam
- Barrancas
- Rivers
- Freeway
- Major Road
- Corridors, Districts, Neighborhood Centers (NC)
- Potential Expansion Areas
- City Limits
- Planning Area

Districts

1. Upper North Avenue
2. North Avenue
3. Downtown
4. Pacific View Mall
5. Harbor
6. Arundell
7. North Bank
8. Montalvo
9. Saticoy

Corridors

A. Ventura Avenue
B. Main Street
C. Thompson Boulevard
D. Loma Vista Road
E. Telegraph Road
F. Victoria Avenue
G. Johnson Drive
H. Wells Road

Source: County of Ventura, Resource Management Agency, 2002, City of San Buenaventura and Rincon Consultants, Inc., 2005.

Dam Inundation Areas Figure 4.8-5

City of Ventura

Table 4.8-1
Existing Dams with Potential to Affect the Planning Area

Dam	Location	Construction Material	Capacity (Acre Feet)
Matilija	West fork of Matilija Creek above Matilija Hot Springs	Concrete	1,800
Casitas Dam	Coyote Creek west of Casitas Springs	Earth Fill	250,000
Bouquet Dam (two dams)	Adjacent to Bouquet Canyon Road about 17 miles north of the Santa Clarita Sheriff's Station (Valencia)	Earth Fill	36,505
Castaic Dam	Castaic Creek one mile northeast of town of Castaic	Earth Fill	325,000
Pyramid Dam	Piru Creek 15 miles north of Castaic	Earth and Rock Fill	179,000
Santa Felicia (Piru) Dam	Piru Creek 5 miles north of the town of Piru	Earth Fill	100,000

Source: McClelland Consultants (West), Inc. Environmental Services, 1989.

Safety of Dams will conduct a technical review of the final design. Division engineers and geologists will perform inspections throughout the construction period to verify design assumptions and ensure adherence to the plans and specifications.

In the event of a dam failure or other flood event, the County would follow an emergency response and evacuation plan set forth in the Multi-hazard Functional Plan managed by the Ventura County Sheriff's Office of Emergency Services. The County bilingual alert system includes mobile emergency vehicle sirens and loudspeakers, and door-to-door notification. The City flood emergency warning systems also includes public alerts by television service providers.

c. Surface Water Quality. As noted in Ventura Vision, siltation in the Keys is a problem. The Arundell Barranca carries sediment to the Pierpont Keys area. This results in the need to dredge the Keys approximately every seven to ten years. Ventura Vision recommends the City work with the Watershed Protection District to continue to mitigate silt and drainage problems in the Keys.

With regard to the increase in erosion potential, the 2000 Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) requires proposed developments to "control the post-development peak storm water runoff discharge rates to maintain or reduce pre-development downstream erosion and to protect stream habitat." This affects both large and small storm water flows. Storm water quality requirements, as well as downstream erosion impacts, rather than drainage facility capacity, however, may be the controlling factor for future developments in the City.
The City, County, Watershed Protection District, and nine other local cities are co-permittees on National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002 issued by the

Regional Water Quality Control Board in 2000. NPDES is a Federal Environmental Protection Agency (EPA) program administered by the states to control water pollution by regulating point sources. In California, the State Water Quality Control Board is responsible for ensuring compliance with the provisions of the Federal Clean Water Act and the State Water Quality Control Act. The Los Angeles Regional Water Quality Control Board ensures local compliance with the countywide NPDES permit. The Ventura County SQUIMP is included as an attachment to the permit. The two primary municipal permit objectives are to:

1. *Effectively prohibit non-storm water discharges; and*
2. *Reduce the discharge of pollutants from storm water conveyance systems to the maximum extent practicable.*

The SQUIMP addresses storm water pollution from new development and redevelopment by the private sector, and contains a list of the minimum required Best Management Practices (BMPs) required for a designated project. A BMP is defined as any program, technology, process, siting criteria, operating method, measure, or device that controls, prevents, removes, or reduces pollution. Per the SQUIMP, BMPs can be used for minimizing the introduction of pollutants of concern that may result in significant impacts to the storm water conveyance system from site runoff. Treatment Control BMPs are required for eight categories of development. Additional BMPs may be required by ordinance or code adopted by the City and applied generally or on a case-by-case basis. The City is required to implement the requirements of the SQUIMP, and developers are required to comply with those provisions.

Table 4.8-2 lists the pollutants of concern for the two rivers that run through the City, per the 2003 California 303(d) List for Ventura and Santa Clara Rivers. Water quality is subject to seasonal variation. Sources of water quality degradation in the region include surface runoff from oil fields, agricultural areas, urban land uses and natural sedimentation. Pollutant loads are expected to correspond to tributary land uses. BMPs must be selected consistent with both anticipated pollutant loads and water quality objectives (pollutants of concern).

The primary sources of pollution to surface and groundwater resources include stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, and coliform bacteria. Seepage from sewage treatment lagoons can further contribute to degraded water quality in the form of elevated nitrate levels. Improperly placed septic tank leach fields can cause similar types of contamination. Illegal waste dumping can introduce contaminants such as gasoline, pesticides, herbicides and other harmful chemicals. Septic tanks are also a source of pollution to some wells in both alluvial and granitic rocks. Septic tanks discharging into alluvium have a high potential to pollute wells producing from the same deposit because of high permeability and low gradient. In the winter, the rains raise the water table in these areas, which can exacerbate possible contamination.

d. Regulatory Framework. Development in the Planning Area is subject to various local, state, and federal regulations and permits regarding the use of water resources. The Ventura County Watershed Protection District, the California Department of Water Resources, and the Los Angeles Regional Water Quality Control Board are the primary agencies responsible for the protection of watersheds, floodplains, and water quality. The Ventura County Department of Health is the primary agency responsible for establishing design

Table 4.8-2
Water Quality Issues of Concern

Name	Pollutant/Stressor	TMDL Priority	Estimated Size Affected
Ventura Harbor (Ventura Keys)	High Coliform Count	Medium	179 acres
Ventura River Estuary	Algae	Low	0.2 miles
	Eutrophic	Low	0.2 miles
(Stables & horse property may be the sources)	Fecal Coliform	Low	0.2 miles
(Stables & horse property may be the sources)	Total Coliform	Low	0.2 miles
	Trash	Medium	0.2 miles
Ventura River Bach 1 and 2 (Estuary to Weldon Canyon)	Algae	Medium	4.5 miles
Surfers Point at Seaside (area affected is the end of access path via a wooden gate)	Bacteria Indicators	Low	0.53 miles
Santa Clara River Estuary	ChemA	Medium	49 acres
	High Coliform Count	Medium	49 acres
	Toxaphene	Medium	49 acres
Santa Clara River Reach 3 (Freeman Diversion to A Street)	Ammonia	High	31 miles
	Chloride	High	31 miles
San Buenaventura Beach (area affected is south of drain at Kalorama Street, and south of drain at Sanjon Road)	Bacteria Indicators	Low	0.3 miles
Promenade Park Beach (area affected is at Oak Street, Redwood Apartments, and south of drain at California Street)	Bacteria Indicators	Low	0.37 miles
Cañada Larga – Ventura River (horse stables, land use, cattle, and wildlife may be the sources)	Fecal Coliform	Low	8 miles
	Low Dissolved Oxygen	Low	8 miles
Brown Barranca/Long Canyon	Nitrate and Nitrite	High	2.6 miles

Source: Los Angeles Regional Water Quality Control Board, 2002 Clean Water Act Section 303(d) List of Water Quality Limited Segments.

standards and permitting of septic tanks and wells. The federal government administers the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates discharges into surface waters. Section 404 of the Clean Water Act prohibits the discharge of dredged or fill materials into Waters of the United States or adjacent wetlands without a permit from the U.S. Army Corps of Engineers. As discussed above under the subheading, "Flood Hazards", the Federal Emergency Management Agency (FEMA) establishes base flood heights for the 100-year and 500-year flood zones.

The primary regulatory control relevant to the protection of water quality is the Federal National Pollution Discharge Elimination System (NPDES) permit administered by the State Water Resources Control Board. This board establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives. These objectives are

established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface water or groundwater. The NPDES permits are issued to point source dischargers of pollutants to surface waters and are issued pursuant to Water Code Chapter 5.5 that implements the Federal Clean Water Act. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (State Water Resources Control Board, Title 23, Chapter 9, Section 2200). Discharge limits, under the NPDES permits, for minerals and pollutants are established and regulated by the California Regional Water Quality Control Board.

4.8.2 Impact Analysis

a. Methodology and Significance Thresholds. Impacts would be considered significant if development under the 2005 General Plan through the year 2025 would:

- *Potentially degrade surface or groundwater quality below standards established by the Regional Water Quality Control Board (these standards are usually in accordance with the California EPA's maximum contaminant levels (MCLs) for drinking water)*
- *Substantially interfere with groundwater recharge*
- *Substantially alter the existing drainage pattern of the area such that substantial erosion or siltation occurs*
- *Substantially alter the existing drainage pattern or substantially increase the rate or amount of surface runoff in a manner which results in flooding*
- *Substantially add additional sources of polluted runoff to a water body*
- *Place housing within a 100-year floodplain*

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of impacts for each of the six 2005 General Plan land use scenarios. A discussion of the impacts for each scenario follows.

Impact HWQ-1	**Most of the areas within the Planning Area that could accommodate new development are outside the 100-year flood zone. Limited portions of the Planning Area that could accommodate new development under any of the six land use scenarios are within the 100-year flood zones. However, compliance with the City Flood Plain Ordinance and proposed General Plan actions would reduce impacts to a Class III, *less than significant*, level for any of the six land use scenarios.**

The primary effect of flooding, where urban encroachment on flood plains has occurred, is the threat to life and property. Floods may also create health and safety hazards and disruption of vital public services. Economic costs may include a variety of flood relief expenses, as well as investment in flood control facilities to protect endangered development. The extent of damage caused by any flood depends on the topography of the area flooded; depth, duration, and velocity of floodwaters; the extent of development in the floodplain; and the effectiveness of

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
100-Year Flood Zone (Impact HWQ-1)	Portions of the North Avenue, Upper North Avenue, Arundell, and Auto Center districts are within the 100-year flood zone. Compliance with the existing Flood Plain Ordinance and proposed General Plan actions reduce impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Portions of the Olivas expansion area (along Arundell Barranca) also fall within the 100-year flood zone. Compliance with the existing Flood Plain Ordinance and proposed General Plan actions reduce impacts to Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion areas are outside the 100-year flood zone. Impacts are Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Portions of the Western Cañada Larga expansion area west of SR 33 also fall within the 100-year flood zone. Compliance with the existing Flood Plain Ordinance and proposed General Plan actions reduce impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion areas are outside the 100-year flood zone. Impacts are Class III, less than significant.
Storm Water Runoff/ Hydrological Changes (Impact HWQ-2)	Increased stormwater generated by new development can be addressed through implementation of existing regulations. The General Plan does not address existing storm drain system deficiencies. Impacts are Class II, significant but mitigable.	Impacts similar to Scenario 1. Expansion area impacts address through existing regulations, but existing system deficiencies not addressed. Impacts are Class II, significant but mitigable.	Impacts similar to Scenario 1. Expansion area impacts address through existing regulations, but existing system deficiencies not addressed. Impacts are Class II, significant but mitigable.	Impacts similar to Scenario 1. Expansion area impacts address through existing regulations, but existing system deficiencies not addressed. Impacts are Class II, significant but mitigable.	Impacts similar to Scenario 1. Expansion area impacts address through existing regulations, but existing system deficiencies not addressed. Impacts are Class II, significant but mitigable.	Impacts similar to Scenario 1. Expansion area impacts address through existing regulations, but existing system deficiencies not addressed. Impacts are Class II, significant but mitigable.
Surface and Ground Water Quality (Impact HWQ-3)	Implementation of Ventura County SQUIMP requirements on all new development address water quality. Impacts are Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant. Development of expansion areas offers opportunities to improve surface water quality.	Impacts similar to Scenario 1 and Class III, less than significant. Development of expansion areas offers opportunities to improve surface water quality.	Impacts similar to Scenario 1 and Class III, less than significant. Development of expansion areas offers opportunities to improve surface water quality.	Impacts similar to Scenario 1 and Class III, less than significant. Development of expansion areas offers opportunities to improve surface water quality.	Impacts similar to Scenario 1 and Class III, less than significant. Development of expansion areas offers opportunities to improve surface water quality.

forecasting, warnings, and emergency operations. Encroachment onto floodplains, such as artificial fills and structures, reduces the capacity of the flood plain and increases the height of floodwater upstream of the obstructions. Impacts associated with each General Plan land use scenario are discussed below. The 2005 General Plan includes the following actions relating to flood hazards:

Action 7.7 *Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site:*

- *With slopes greater than 10 percent or that otherwise have potential for landsliding,*
- *Along bluffs, dunes, beaches, or other coastal features*
- *In an Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault,*
- *In areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils,*
- *In areas within 100-year flood zones, in conformance with all Federal Emergency Management Agency regulations.*

Action 7.10 *Require proponents of any new developments within the 100-year floodplain to implement measures, as identified in the Flood Plain Ordinance, to protect structures from 100-year flood hazards (e.g., by raising the finished floor elevation outside the floodplain).*

Scenario 1 – Intensification/Reuse Only

Most of the infill/intensification areas under this scenario are outside the 100- flood zone. However, portions of the North Avenue, Upper North Avenue, Arundell, and Auto Center districts are within the 100-year flood zone. General Plan Action 7.10 require proponents of any new developments within the 100-year floodplain to implement measures, as identified in the Flood Plain Ordinance, to protect structures from 100-year flood hazards. As required by the Flood Plain Ordinance, any future development within the 100-year flood zone would require a hydrologic/hydraulic analysis to show that they are protected from flood flows and a Letter of Map Revision (LOMR) filed and approved by FEMA prior to development approval. Compliance with these requirements would reduce flooding impacts to a less than significant level.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Intensification/reuse impacts would be the same as those of Scenario 1. In addition, portions of the Olivas expansion area (along Arundell Barranca) fall within the 100-year flood zone. The Serra area is adjacent to, but outside, the 100-year flood zone associated with the Santa Clara River. If future developers elect to pursue development within the designated flood zone, further analysis would be needed in order to demonstrate that any future development is outside the flood plain and a Letter of Map Revision (LOMR) may need to be filed and approved by FEMA prior to development approval. However, these expansion areas should have adequate land to provide retention on-site to limit any increase in peak drainage discharge to the design capacity of the downstream facility and/or should have the financial capacity to provide mitigation by improving downstream infrastructure capacity. No portion of the North

Avenue expansion area is within the 100-year flood zone. Compliance with existing requirements and proposed 2005 General Plan actions would reduce flooding impacts to a less than significant level.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Intensification/reuse impacts would be the same as those of Scenario 1. As noted under Scenario 2, portions of the Olivas expansion area adjacent to Arundell Barranca are within the 100-year flood zone. However, this area should have adequate land to provide retention on-site to limit any increase in peak drainage discharge to the design capacity of the downstream facility and/or should have the financial capacity to provide mitigation by improving downstream infrastructure capacity. Compliance with existing requirements and proposed 2005 General Plan actions would reduce flooding impacts to a less than significant level.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Intensification/reuse impacts would be the same as those of Scenario 1. As noted under Scenario 2, portions of the Serra expansion area are adjacent to, but outside of the Santa Clara River 100-year flood zone. This area should have adequate land to provide retention on-site to limit any increase in peak drainage discharge to the design capacity of the downstream facility and/or should have the financial capacity to provide mitigation by improving downstream infrastructure capacity. Compliance with existing requirements and proposed 2005 General Plan actions would reduce flooding impacts to a less than significant level.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Intensification/reuse impacts would be the same as those of Scenario 1. In addition, much of the area west of SR 33 within the Western Cañada Larga expansion area is within the 100-year flood zone, as is a small area east of SR 33 adjacent to Cañada Larga Creek. Compliance with existing requirements and proposed 2005 General Plan actions would reduce flooding impacts to a less than significant level, though available land to provide on-site retention is more limited than for the other scenarios that include expansion areas.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Intensification/reuse impacts would be the same as those of Scenario 1. No portion of the North Avenue or Poinsettia expansion areas is within the 100-year flood zone. Compliance with existing requirements and proposed 2005 General Plan actions would reduce flooding impacts to a less than significant level.

MITIGATION MEASURES

As noted above, proposed 2005 General Plan actions require continued compliance with the City's Flood Plain Ordinance and other applicable requirements. Additional mitigation is not needed.

SIGNIFICANCE AFTER MITIGATION

Compliance with the City Flood Plain Ordinance and the proposed 2005 General Plan actions would reduce flooding impacts to a less than significant level for any of the six land use scenarios.

Impact HWQ-2	**Development accommodated through the year 2025 under any of the land use scenarios under consideration for the 2005 General Plan would increase the amount of impervious surfaces within the Planning Area, potentially increasing surface runoff in areas where existing storm drain systems are deficient. This is considered a Class II, *significant but mitigable,* impact for all scenarios.**

The 2005 General Plan includes the following actions aimed at minimizing impacts to the local storm drain system and surface and groundwater quality. As discussion of the impacts of each land use scenario follows.

Action 1.16 *Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands in the city.*

Action 5.2 *Use natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible.*

Scenario 1 – Intensification/Reuse Only

This scenario would have the least impact on existing drainage facilities insofar as much of the development would not increase the amount of impervious surface over existing conditions. The larger vacant and agricultural parcels that could be converted under this scenario (primarily in the North Avenue, Saticoy, and Arundell districts) include sufficient acreage to provide onsite detention or retention facilities. Where infill of vacant parcels occurs, localized runoff could increase incrementally. However, such increases can be addressed on a case-by-case basis and individual developers will be required to implement solutions to address their projects' impacts. Even with limited acreage, on-site solutions could be employed to minimize runoff such as detention facilities constructed under parking lots and/or utilization of impervious paving methods. In the event that on-site solutions are unavailable, individual developers may contribute to the funding of regional-type solutions downstream, such as off-site detention basins and/or drainage facility capacity enhancement projects. It is anticipated that potential cumulative impacts to the local drainage system can be reduced to a less than significant level through implementation of applicable City and Watershed Protection District regulations on a case-by-case basis. Implementation of the applicable regulatory requirements, in combination with the proposed 2005 General Plan actions, would be expected to reduce potential impacts to groundwater recharge to a less than significant level and, in some instances, may improve recharge as compared to current conditions.

As discussed in the *Setting*, several areas of the Planning Area currently have drainage system deficiencies. The Ventura Avenue neighborhood has the majority (75%) of undersized or inadequate facilities in the City, though various system deficiencies have been identified in the Downtown area as well. The storm drain system in the Downtown area is being addressed in detail in conjunction with the Downtown Specific Plan. Deferred maintenance is also an issue throughout the older parts of the City due to aging drainage facilities. Corrugated metal pipe drains in older areas such as Downtown, the Ventura Avenue corridor, and Midtown are generally more than 50 years old and need replacement. Therefore, although the impacts of individual developments can be addressed on a case-by-case basis, the lack of a mechanism to address existing City storm drain deficiencies is considered a potentially significant impact under any land use scenario.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Intensification/reuse impacts would be similar to those of Scenario 1. The impacts of new development can be addressed on a case-by-case basis, but the lack of a mechanism to address existing storm drain system deficiencies is considered a potentially significant impact.

This scenario also includes the possible future development of the North Avenue, Olivas, and Serra expansion areas. The North Avenue expansion area discharges eventually to the Ventura River and detention/water quality basins could be incorporated in the development of this area. These basins would not only maintain current levels of runoff to the downstream facilities but also could also reduce silt and sediment transport and contribute to improving water quality in the Ventura River and eventually the ocean.

The Olivas expansion area drains to the Harbor and the development of this area offers significant potential for improving localized drainage facilities as well as water quality in the Harbor. Due to the significant size of the area, there is the potential for setting up a fee program or other funding mechanism to improve some local drainage deficiencies, such as the existing Harbor/Olivas storm drain. This area includes sufficient land to accommodate the construction of combination detention/desilting/water quality basins that would not offer the ability to contain peak discharges, improve runoff water quality, and reduce siltation problems in the Ventura Keys.

The Serra expansion area drains to the Santa Clara River and like the North Avenue area should incorporate detention/water quality basins within the proposed development to maintain current drainage discharge levels and also reduce sediment transport and improve water quality from existing and proposed urbanized areas and existing agricultural runoff to the river and eventually the ocean.

Future development within any of the expansion areas would be subject to local regulatory requirements, as described under Scenario 1. In its drainage requirements, the Watershed Protection District requires that "the outlet discharge should not cause any increase of flood flow for any frequency flow rate less than the peak design flow rate." Therefore, peak flow runoff from proposed developments must not exceed the design flows of the existing system. Compliance with these requirements in any future expansion area development would address any potential increase in surface runoff or reduction in groundwater percolation.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Intensification/reuse impacts would be similar to those of Scenario 1. This scenario also includes the possible future development of the North Avenue and Olivas expansion areas, but with more intense development than in Scenario 2. Higher densities could equate to slightly higher runoff volumes if impervious surfaces are increased, but detention basins could be sized to mitigate these slightly higher runoff volumes in these two areas. Therefore, the only difference would be that the opportunities that go along with the development of the Serra expansion area discussed above would not occur.

As discussed under Scenario 2, compliance with Watershed Protection District requirements in any future expansion area development would address any potential increase in surface runoff or reduction in groundwater percolation.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Intensification/reuse impacts would be similar to those of Scenario 1. This scenario also includes the possible future development of the North Avenue and Serra expansion areas, but with more intense development than in Scenario 2. As discussed above, slightly higher runoff volumes could result from these higher densities, but detention basins could be sized to mitigate this. Without the development of the Olivas area, the opportunity to mitigate existing drainage deficiencies in the Harbor area or mitigate water quality and siltation in the Keys would not occur.

As discussed under Scenario 2, compliance with Watershed Protection District requirements in any future expansion area development would address any potential increase in surface runoff or reduction in groundwater percolation.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Intensification/reuse impacts would be similar to those of Scenario 1. This scenario also includes the possible future development of the North Avenue and Western Cañada Larga expansion areas with more intense development in the North Avenue area (higher densities plus additional commercial development) than under Scenarios 3 and 4. The Western Cañada Larga expansion area discharges to the Ventura River and detention/water quality basins should be incorporated in the development of this area. As discussed above, detention basins in the North Avenue area would need to be sized appropriately to handle any increased runoff volumes over and above the other scenarios.

As discussed under Scenario 2, compliance with Watershed Protection District requirements in any future expansion area development would address any potential increase in surface runoff or reduction in groundwater percolation.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Intensification/reuse impacts would be similar to those of Scenario 1. This scenario also includes the possible future development of the North Avenue and Poinsettia expansion areas, but with more intense development than in Scenario 2. The North Avenue area is expected to

be developed to the same intensity as in Scenarios 3 and 4 so impacts would be identical to those scenarios. The Poinsettia area drains to the County's reinforced box culvert in Telephone Road that has been shown to have capacity deficiencies and then eventually to the Harbor. Development of the Poinsettia area, which is currently in agriculture, would provide the opportunity to make improvements to this facility. In addition, as with the other expansion areas, combination detention/ siltation/water quality basins could be constructed in this area. These basins would not only mitigate development impacts, but would also improve existing water quality and siltation issues in the Ventura Keys.

As discussed under Scenario 2, compliance with Watershed Protection District requirements in any future expansion area development would address any potential increase in surface runoff or reduction in groundwater percolation.

MITIGATION MEASURES

Although the 2005 General Plan includes several policies and actions that address storm runoff and water quality, the following additional actions are needed to address existing system deficiencies.

HWQ-2 **Additional Drainage Actions**. The following actions shall be added to the 2005 General Plan to address existing storm drain system deficiencies:

- Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City.
- Adopt assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist (e.g., Downtown district, Ventura Avenue corridor, and Harbor district).

The following actions are recommended to minimize the impact of future development on the local storm drain system and implement City goals regarding sustainable infrastructure:

- As feasible, require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff. Such methods may include, but are not limited to, (1) the use of pervious paving material within parking lots and other paved areas to facilitate rainwater percolation; and (2) construction of retention/detention basins to limit runoff to pre-development levels and to encourage infiltration into the groundwater basin.
- Where deemed appropriate, require new developments adjacent to Ventura County Watershed Protection District channels to dedicate necessary right-of-way to meet future District needs.

SIGNIFICANCE AFTER MITIGATION

With implementation of the proposed 2005 General Plan policies and action items, and above mitigation measures, impacts to the area storm drain system would be reduced to a less than significant level. It is anticipated that implementation of storm drain system improvements in accordance with current requirements would not have significant secondary environmental effects and would generally reduce pollutants in storm runoff.

Impact HWQ-3	**Development accommodated under any of the General Plan land use scenarios would incrementally increase the generation of urban pollutants in surface runoff. Point and non-point sources of contamination could affect water quality in the Ventura and Santa Clara Rivers, the Pacific Ocean, and groundwater. However, implementation of existing regulatory requirements and proposed General Plan policies and actions would reduce impacts to a Class III, *less than significant*, level for all scenarios.**

Water quality impacts from new development are directly related to specific site drainage patterns and stormwater runoff. Development within the City and expansion areas would increase the amount of impermeable surface over current conditions. Most areas proposed for new development are largely comprised of impervious surfaces. Development of these areas would place impervious surfaces, such as commercial and residential structures, parking lots, walkways, roadways, and other paved areas within these areas. These surfaces would increase the amount of runoff following storm events. As rainwater passes overland, contaminants become suspended within the flow. In particular, stormwater runoff from landscaped areas, roadways and parking lots contains various pollutants associated with motor vehicles, including petroleum compounds, heavy metals, asbestos, and rubber, as well as, fertilizers and pesticides from landscaped areas. During storm events, these pollutants are transported into drainage systems by surface runoff. The pavement of individual sites reduces the amount of exposed, erodable dirt, resulting in a reduction in sediment loading. With no prior treatment of stormwater runoff, any pollutants retained from the impervious roadway surfaces would directly enter the surface water bodies in and near the City.

Construction activities could result in the pollution of natural watercourses or underground aquifers. The types of pollutant discharges that could occur as a result of construction include accidental spillage of fuel and lubricants, discharge of excess concrete, and an increase in sediment runoff.

It should be noted that agricultural uses within the expansion areas and within the City limits may involve the application of pesticides and other chemicals. Storm runoff from these agricultural fields recharges groundwater and also discharges into local water bodies. The replacement of agricultural land with urban uses could result in the reduction in discharge of agriculturally-related pollutants, including pesticide runoff, into nearby surface water-bodies and the placement of impervious surfaces at the sites would reduce the amount of sediment

conveyed to surface water through stormwater runoff.

Discharge of pollutants from any point source is prohibited unless it is in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit issued by the Regional Water Quality Control Board. Point sources of pollutants of greatest concern include nutrients (ammonia and nitrate), heavy metals, toxic chemicals, chlorine, and salts.

Non-point sources of pollutants, which are also regulated under NPDES permits, include both construction-related runoff and operational runoff associated with urban uses. Surface runoff from individual sites is carried to City storm drains and/or natural drainages.

Regulations under the federal Clean Water Act require that a NPDES general construction storm water permit be obtained for projects that would disturb greater than one acre during construction. Acquisition of a NPDES permit is dependent on the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains specific actions, termed Best Management Practices (BMPs), to control the discharge of pollutants, including sediment, into the local surface water drainages. In the State of California, Regional Water Quality Control Boards administer the NPDES permit process.

As discussed in the *Setting*, the Ventura County SQUIMP applies to the operational runoff and requires new developments and redevelopment projects to implement various BMPs to minimize the amount of pollutants entering surface waters. All projects that fall into one of eight categories are identified in the Ventura Countywide Municipal Permit as requiring SQUIMPs. These categories include: (1) single family hillside residences; (2) 100,000 square foot commercial developments; (3) automotive repair shops; (4) retail gasoline outlets; (5) restaurants; (6) home subdivisions with 10 or more housing units; (7) location within or directly adjacent to or discharging directly to an environmentally sensitive area; and (8) parking lots with 5,000 square foot or more impervious parking or access surfaces with 25 or more parking spaces and potentially exposed to stormwater runoff.

Future developments with the Planning Area that fall into any of these categories would be subject to SQUIMP requirements for implementing stormwater BMPs. Per the SQUIMP, structural or treatment control BMPs must meet the following design standards:

- *Volume based post-construction structural or treatment control BMPs shall be designed to mitigate (infiltrate or treat) storm water runoff from the volume of annual runoff to achieve 80% volume capture (Ventura County Land Development Guidelines); or*
- *Flow-based post-construction structural or treatment control BMPs shall be sized to handle the flow generated from 10% of the 50-year design flow rate.*

Implementation of these standards on future development and redevelopment projects within the Planning Area would address impacts on a project-by-project basis, thus reducing surface water quality impacts to a less than significant level.

In addition these standards, the 2005 General Plan includes the actions described under Impact HWQ-2, as well as the following actions aimed at preservation of riparian habitat and improvement of water quality.

Action 1.8	*Buffer barrancas and creeks that retain natural soil slopes from development according to State and Federal guidelines.*
Action 1.9	*Prohibit placement of material in watercourses other than native plants and required flood control structures, and remove debris periodically.*
Action 1.10	*Remove concrete channel structures as funding allows, and where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential.*

The above actions as they relate to impacts to biological resources are discussed in detail in Section 4.4, *Biological Resources*.

Scenario 1 – Intensification/Reuse Only

This scenario would have relatively little impact on water quality because it would emphasize intensification and reuse of already urbanized areas. In many instances, replacement of older development with new development built in accordance with current runoff and water quality control standards may reduce contaminants entering surface water and groundwater. Several large agricultural parcels in the Saticoy area, the McGrath property, and other isolated agricultural lands could be developed under this scenario. Development of these properties would be expected to reduce erosion and sedimentation, but may incrementally reduce percolation and increase urban pollutants. Installation of water quality BMPs in conjunction with new development, as required by the Ventura County SQUIMP (as discussed above), would mitigate potential urban runoff pollutants with this scenario.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Intensification/reuse impacts would be similar to those described for Scenario 1 and could be reduced to a less than significant level with implementation of Ventura County SQUIMP requirements. This scenario would also accommodate the future development of the North Avenue, Olivas, and Serra expansion areas.

The North Avenue expansion area discharges eventually to the Ventura River and detention/water quality basins could be incorporated in the development of this area. These basins would reduce silt and sediment transport and contribute to improving water quality in the Ventura River and eventually the ocean.

The Olivas expansion area drains to the Harbor and the development of this area offers significant potential for improving localized drainage facilities as well as water quality in the Harbor. This area would offer the ability to construct combination detention/desilting/water quality basins that would improve runoff water quality and significantly reduce siltation problems in the Keys.

The Serra expansion area drains to the Santa Clara River and like the North Avenue area should incorporate detention/water quality basins within the proposed development to reduce sediment transport and improve water quality from existing and proposed urbanized areas and existing agricultural runoff to the River and eventually the ocean.

Ventura County SQUIMP requirements and standards would apply to any future development within any of the expansion areas and General Plan Action 1.16 directs the City to comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures. Implementation of existing water quality regulations and proposed General Plan actions would reduce potential impacts to a less than significant level.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

This scenario is similar to Scenario 2 without the development of the Serra expansion area but with more intense development (higher densities) in the North Avenue and Olivas areas. A slightly higher level of water quality BMPs should go along with these higher densities. Otherwise, the only difference would be that the opportunities that go along with the development of the Serra expansion area discussed above would not occur.

As discussed under Scenario 2, any expansion area development would be required to comply with the Ventura County SQUIMP. Implementation of these existing regulations, in combination with proposed 2005 General Plan actions, would reduce potential impacts to a less than significant level.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

This scenario is similar to Scenario 2 without the development of the Olivas expansion area but with more intense development in the North Avenue and Serra areas. As discussed above, a slightly higher level of water quality BMPs should go along with these higher densities. Without the development of the Olivas area, the opportunity to mitigate water quality and siltation in the Keys would not occur.

As discussed under Scenario 2, any expansion area development would be required to comply with the Ventura County SQUIMP. Implementation of these existing regulations, in combination with proposed 2005 General Plan actions, would reduce potential impacts to a less than significant level.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

This scenario is similar to Scenario 2 without the development of the Olivas or Serra expansion areas but with the development of the Western Cañada Larga area and with more intense development in the North Avenue area (higher densities plus additional commercial development than with Scenarios 3 and 4). The Western Cañada Larga expansion area discharges to the Ventura River and detention/water quality basins could be incorporated in the development of this area.

As discussed under Scenario 2, any expansion area development would be required to comply with the Ventura County SQUIMP. Implementation of these existing regulations, in

combination with proposed 2005 General Plan actions, would reduce potential impacts to a less than significant level.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

This scenario is similar to Scenario 2 except with only the development of the North Avenue and Poinsettia expansion areas. The North Avenue area is anticipated to be developed to the same intensity as in Scenario 3 and 4 so impacts would be identical to those scenarios. As with the other expansion areas, combination detention/siltation/water quality basins could be constructed in the Poinsettia area. Such facilities could improve existing water quality and siltation issues in the Keys.

As discussed under Scenario 2, any expansion area development would be required to comply with the Ventura County SQUIMP. Implementation of these existing regulations, in combination with proposed 2005 General Plan actions, would reduce potential impacts to a less than significant level.

MITIGATION MEASURES

Implementation of the requirements of the Ventura County SQUIMP, in combination with proposed 2005 General Plan policies and actions, would reduce water quality impacts to a less than significant level.

SIGNIFICANCE AFTER MITIGATION

The impacts of future development on water quality would be less than significant given compliance with State and local regulations and proposed 2005 General Plan actions.

4.9 MINERAL RESOURCES

This section addresses potential impacts to mineral resources. Both direct impacts to mineral resource production and indirect land use compatibility impacts are discussed.

4.9.1 Setting

Mineral resources are usually mineral derivatives but can include geothermal and natural gas deposits. Because mineral resources can take millions of years to replenish naturally after extraction, they are considered "nonrenewable" resources. The two principal mineral resources within the Planning Area are aggregate and petroleum resources, each of which is discussed below.

a. Aggregate. Aggregate resources comprise the basic ingredients for a large variety of rock products including fill, construction-grade concrete, and riprap. Aggregate resources include sand, gravel, and rock material.

The Planning Area is located in the Western Ventura production-consumption region (PCR), as designated by the California Geological Survey (CGS). Aggregate mining sites located within the vicinity of the Planning Area existed along the Santa Clara River, and consisted primarily of the extraction of Portland cement concrete (PCC)-grade aggregate (which has a high enough quality for use in Portland cement concrete). However, currently there are no active aggregate mining activities within this area; "red line" restrictions imposed by a joint resolution of the Ventura County Board of Supervisors has removed the portion of the Santa Clara River downstream of Highway 118 from consideration as an area for possible future mining activities (AMEC Earth and Environmental, January 2004).

b. Petroleum. Oil production has played an integral role in the development of the west Ventura area, where oil was discovered in 1885 during the drilling of a water well. By the late 1920s, a total of 113 wells were in place in west Ventura, producing approximately 57,000 barrels of oil and 213 million cubic feet of gas per day. By the 1930s, the population of the west Ventura area had doubled and the neighborhood became home to industries that supported oil production. By the 1980s, a drop in local oil production rates and a general decline in the oil production industry resulted in a substantial reduction in oil field related activity.

The only remaining petroleum fields in the Planning Area are in the foothills and the Ventura Avenue Corridor (see Figure 4.9-1). These areas are currently within the County's jurisdiction.

c. Regulatory Framework. Surface mines are regulated by the state of California in accordance with the Surface Mining and Reclamation Act (SMARA), PRC § 2710 et seq., and through the County's land use permitting processes. Adopted in 1975, SMARA has two basic objectives: (1) to safeguard access to mineral resources of regional and statewide significance in the face of competing land uses and urban expansion; and, (2) to ensure the proper reclamation of surface mining operation. Pursuant to SMARA, the California State Mining and Geology Board oversees the Mineral Resource Zone (MRZ) classification system. The MRZ system characterizes both the location and known/presumed economic value of underlying mineral resources. Typically, the lead agency under SMARA is the city or county within which the

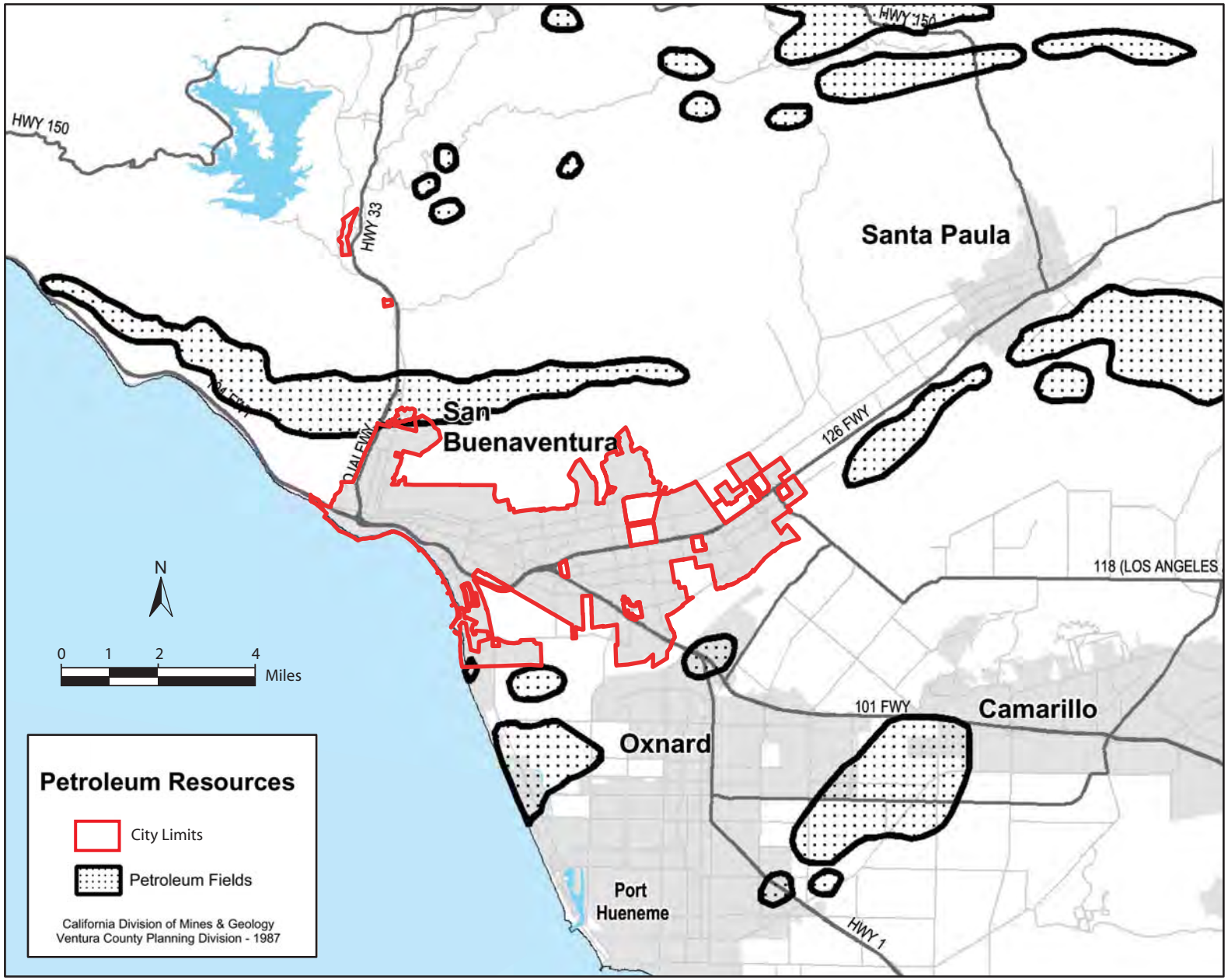
mining operation is located; however, the State Mining and Geology Board (SMGB) assumed "lead agency" status from the County on June 14, 2001, pursuant to SMARA §2774.4. The assumption of SMARA powers does not include the County's authority to review and revise, issue, enforce, and revoke mining permits. The SMGB retains the authority to review and approve reclamation plans, review and approve financial assurances, conduct annual mine inspections, and enforce compliance with SMARA regulations.

Mineral resource areas are shown on Figure 4.9-2. Areas designated as MRZ-3, or areas containing mineral deposits the significance of which cannot be determined, are located within the foothills located to the north of the City, the Serra PEA, and the Saticoy District. Areas designated as MRZ-3a, or areas with higher potential for aggregate resources than other deposits classified as MRZ-3, are located along the northern City limits and south of the Ventura Harbor. Finally, areas designated as MRZ-2, or areas designated by the state which have regional or statewide significance, are located along the Santa Clara River floodplain.

Mining operations in the County jurisdiction are regulated through the County's permitting process. Unless a mine operates as a vested operation (having been initiated before the County requirement to obtain a permit to operate), a conditional use permit must be obtained before mining operations begin. SMARA encourages consideration of values relating to recreation, watershed, wildlife, range and forage, and aesthetics in the production and conservation of minerals [§2712(b)]; and requires elimination of hazards to the public health and safety [§2712(c)]. As discussed above, there are no active conditional use permits for aggregate mining activities within areas under consideration for the 2005 General Plan Update.

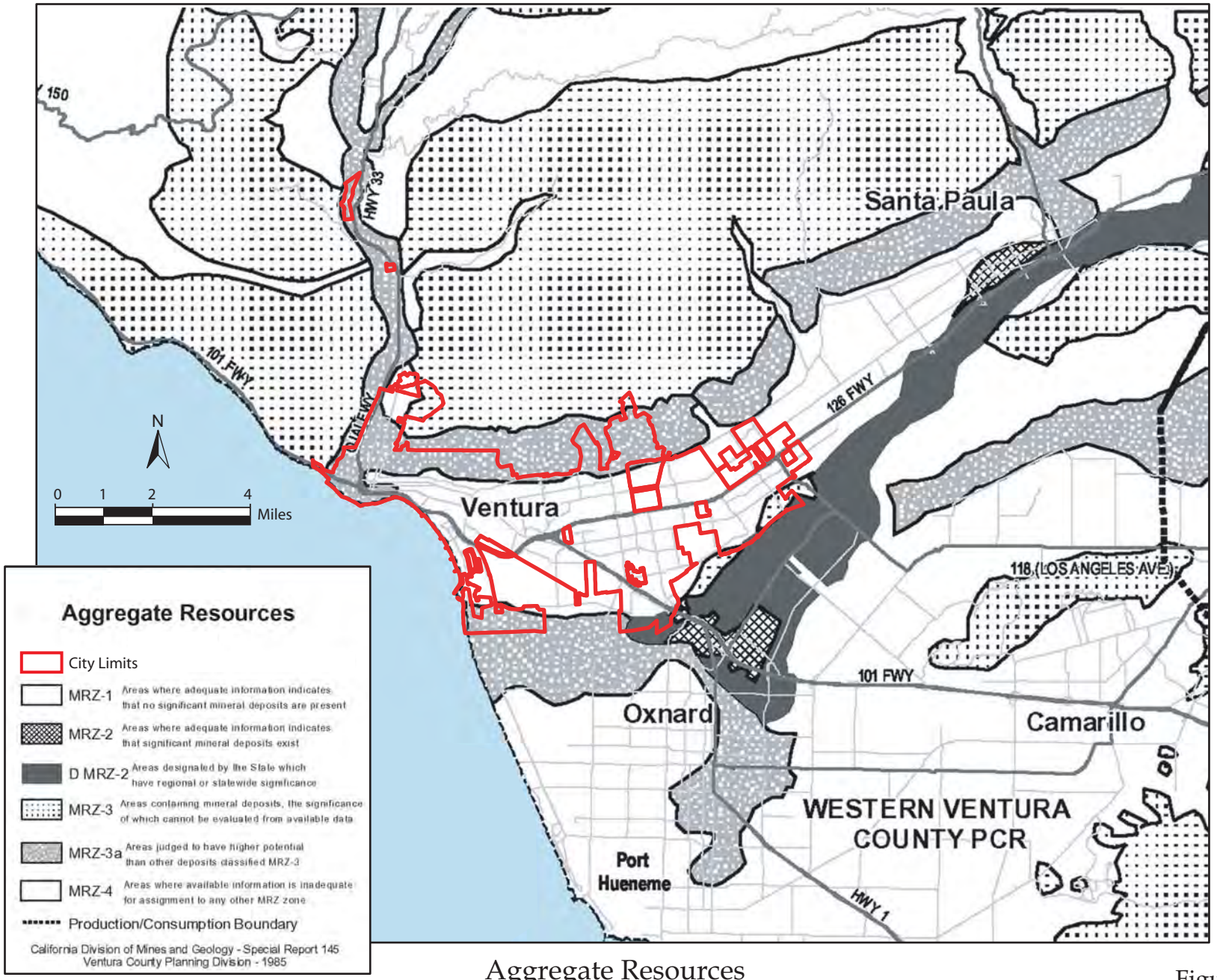
CCR Title 14, Division 2, Chapter 8, Subchapter 1 implements portions of SMARA, particularly in relation to reclamation plans, mineral resource management, and financial assurances. CCR §3502(b) specifies required components of the reclamation plan beyond PRC §2772. Section 3503 defines the minimum acceptable practices to be followed in surface mining operations related to erosion control, water quality and watershed control, protection of fish and wildlife habitat, disposal of mine waste rock and overburden, erosion and drainage, resoiling, and revegetation. Sections 3504(b) and 3702 both require that financial assurances be provided by mining/reclamation proponents to ensure that reclamation is "... performed in accordance with the approved reclamation plan ..." Sections 3703–3713 provide performance standards for wildlife habitat; backfilling, re-grading, slope stability, and re-contouring; re-vegetation; drainage, diversion structures, waterways, and erosion control; prime agricultural land reclamation; other agricultural land; building structure, and equipment removal; stream protection, including surface and groundwater; topsoil salvage, maintenance, and redistribution; tailing and mine waste management; and, closure of surface openings.

Sections 3800–3806.2 specify the process and types of financial assurances that must be provided for reclamation. CCR §3675 defines land uses that are compatible and incompatible with mining areas. Compatible land uses are defined as those that are"... inherently compatible with mining and/or that require a minimum public or private investment in structures, land improvements, and which may allow mining because of the relative economic value of the land and its improvements." Examples of compatible land uses include very low-density residential, recreational, agricultural, and grazing uses. Incompatible uses are defined as "inherently incompatible with mining and/or require public or private investment in structures, land



Petroleum Resources

Figure 4.9-1



Aggregate Resources

Figure 4.9-2

City of Ventura

improvements, and landscaping and that may prevent mining because of the greater economic value of the land and its improvements." These include high-density residential uses, public facilities, and other uses.

CCR §3676 specifies the content of mineral resource policies adopted by lead agencies pursuant to PRC §2762. Specifically, lead agencies' mineral resource policies must contain at least the following:

- *A summary of mineral resource information in relation to state policies*
- *Statements of policy in accordance with any state-classified mineral resource area*
- *Implementation measures that identify mineral deposit areas and areas targeted for conservation and possible future extraction, and General Plan policies related to those areas*

No state conservation program equivalent to SMARA exists for petroleum resources.

4.8.2 Impact Analysis

a. Methodology and Significance Thresholds. Potential impacts were assessed by comparing the land uses for each of the General Plan scenarios to the locations of existing mineral resource extraction areas. Impacts would be considered significant if development under the 2005 General Plan through the year 2025 would result in either of the following:

- *The loss of availability of a known mineral resource that would be of value to the region and the residents of the state*
- *Land use conflicts between mining operations and other land uses*

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of mineral resource impacts for each of the scenarios under consideration. A discussion of the impacts follows.

Impact M-1	**None of the 2005 General Plan land use scenarios would significantly reduce access to mineral resources. Impacts under Scenarios 1-6 are considered to be Class III, *less than significant*.**

The Planning Area currently does not have active aggregate mining operations. The Ventura County Board of Supervisors removed areas along the Santa Clara River that have been subject to aggregate mining operations from consideration for future mining activities.

Petroleum fields in the Planning Area are in the foothills and located in the North Avenue district. An existing, inoperative oil refinery is located west of the North Avenue expansion area on the west side of SR 33. All of the oil wells and facilities are currently located within the County's jurisdiction.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Restriction in Access to Mineral Resources (Impact M-1)	No restriction in accessibility to petroleum or aggregate resources. Impacts are Class III, less than significant.	Impact similar to Scenario 1 as expansion areas would not create impacts. Impacts are Class III, less than significant.	Impact similar to Scenario 1 as expansion areas would not create impacts. Impacts are Class III, less than significant.	Impact similar to Scenario 1 as expansion areas would not create impacts. Impacts are Class III, less than significant.	Impact similar to Scenario 1 as expansion areas would not create impacts. Impacts are Class III, less than significant.	Impact similar to Scenario 1 as expansion areas would not create impacts. Impacts are Class III, less than significant.
Compatibility Conflicts with Mineral Resource Operations (Impact M-2)	Possible introduction of residential uses that pose compatibility conflicts with existing oil operations in the Ventura Avenue Corridor. With actions included in the 2005 General Plan, impacts are Class III, less than significant.	Impacts similar to Scenario 1 as the expansion areas would not pose compatibility conflicts. Impacts are Class III, less than significant.	Impacts similar to Scenario 1 as the expansion areas would not pose compatibility conflicts. Impacts are Class III, less than significant.	Impacts similar to Scenario 1 as the expansion areas would not pose compatibility conflicts. Impacts are Class III, less than significant.	Impacts similar to Scenario 1 as the expansion areas would not pose compatibility conflicts. Impacts are Class III, less than significant.	Impacts similar to Scenario 1 as the expansion areas would not pose compatibility conflicts. Impacts are Class III, less than significant.

Scenario 1 – Intensification/Reuse Only

This land use scenario focuses on intensification and reuse of properties within the existing Sphere of Influence (SOI) and does not include expansion areas. Development under Scenario 1 involves intensification of land uses and creation of a more densely settled, urban landscape. It is anticipated that areas designated as MRZ-3a within the foothills north of the City would be removed from the SOI under Scenario 1. As this area is currently designated as Hillside Planned Residential, aggregate mining activities are not currently allowed; therefore, removal of this area from the SOI would not provide new restrictions on access to aggregate resources that might be located within this area. Similarly, MRZ-3a areas south of the Ventura Harbor would continue to have a Parks and Recreation land use designation under Scenario 1 and, therefore, the 2005 General Plan would not impose new restrictions on access to aggregate resources that might be located within this area.

Future development within the North Avenue and Upper North Avenue districts could occur within the vicinity of existing oil wells within these areas. However, as discussed in the *Setting*, oil production in the North Ventura Avenue area has dropped dramatically since its peak production several decades ago and only a limited number of oil wells remain within these growth districts. It is anticipated that the limited remaining wells could continue to produce as long as they are financially viable and would be replaced by new industrial development only as they are tapped out. Therefore, impacts relating to the accessibility of mineral resources are not considered significant.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Impacts associated within intensification/reuse would be the same as those identified for Scenario 1. In addition, Scenario 2 would accommodate the possible future development of the North Avenue, Olivas, and Serra expansion areas. As discussed under Scenario 1, intensification and reuse of land would not reduce access to existing oil resources. The North Avenue, Olivas, and Serra expansion areas are currently in agriculture use and have no identified mineral resources onsite. The North Avenue expansion area is located approximately one mile north/northeast of existing oil wells in the North Avenue area, but would not obstruct access to the existing oil well sites. Therefore, impacts relating to the accessibility of mineral resources under Scenario 2 are considered to be less than significant.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Impacts associated within intensification/reuse would be the same as those identified for Scenario 1. In addition, Scenario 3 would accommodate the possible future development of the North Avenue and Olivas expansion areas. As discussed under Scenarios 1 and 2, future development within these areas would not restrict access to mineral resources. No significant impacts would occur.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Impacts associated within intensification/reuse would be the same as those identified for Scenario 1. In addition, Scenario 4 would accommodate the possible future development of the North Avenue and Serra expansion areas. As discussed under Scenarios 1 and 2, future

development within these areas would not restrict access to mineral resources. No significant impacts would occur.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Impacts associated within intensification/reuse would be the same as those identified for Scenario 1. In addition, Scenario 5 would accommodate the possible future development of the North Avenue and Western Cañada Larga expansion areas. As discussed under Scenarios 1 and 2, future development within the growth districts and corridors and the North Avenue expansion area would not restrict access to mineral resources. The 110-acre Western Cañada Larga expansion area is currently used for grazing and no identified mineral resources are present within the area. Moreover, the Western Cañada Larga area is located more than a mile to the north of existing oil wells within the North Avenue area. At this distance, development would not restrict access to operating oil wells. No significant impacts would occur.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Impacts associated within intensification/reuse would be the same as those identified for Scenario 1. In addition, Scenario 6 would accommodate the possible future development of the North Avenue and Poinsettia expansion areas. As discussed under Scenarios 1 and 2, future development within the growth districts and corridors and the North Avenue expansion area would not restrict access to mineral resources. The 418-acre Poinsettia expansion area is currently used for agriculture. No identified mineral resources are located on, or in the vicinity of, this site. No significant impacts would occur.

MITIGATION MEASURES

Scenarios 1-6 would not reduce access to mineral resources; therefore, mitigation is not required.

SIGNIFICANCE AFTER MITIGATION

Significant impacts are not anticipated for any of the six 2005 General Plan land use scenarios.

Impact M-2	**Scenarios 1-6 could introduce new development that is located adjacent to, and potentially incompatible with, existing oil production activity in the North Avenue and Upper North Avenue districts. However, policies and actions included in the 2005 General Plan would address potential incompatibilities. Impacts would be Class III, *significant but mitigable*, for any of the six land use scenarios.**

As there are no active aggregate mining operations within the areas under consideration for each scenario, land use incompatibilities could only occur adjacent to the limited number of oil facilities. Consequently, future development within the Planning Area would generally create minimal conflicts with such operations. However, any of the land use scenarios under

consideration could introduce potentially incompatible land uses adjacent to oil wells within the Upper North Avenue and North Avenue districts. Noise and health and safety issues associated with oil facilities could create conflicts for new residential or commercial uses that are introduced within the vicinity of such sites.

The 2005 General Plan includes the following policies and actions that are relevant to compatibility between residential uses and oil production:

> ***Action 7.24*** *Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.*
>
> ***Action 7.32*** *Require acoustical analyses for new residential developments within the mapped 60 decibel (dBA) CNEL contour, or within any area designated for commercial or industrial use, and require mitigation necessary to ensure that:*
>
> - *Exterior noise in exterior spaces of new residences and other noise sensitive uses that are used for recreation (such as patios and gardens) does not exceed 65 dBA CNEL, and*
> - *Interior noise in habitable rooms of new residences does not exceed 45 dBA CNEL with all windows closed.*

An analysis of the impacts of each land use scenario follows.

Scenario 1 – Intensification/Reuse Only

Scenario 1 includes intensification and reuse of properties within the existing SOI and does not include any expansion areas. The Upper North Avenue and North Avenue districts include a limited number of oil wells. The Upper North Avenue district also includes the closed Petrochem refinery. These districts are primarily designated for industrial uses, which generally would not conflict with oil or aggregate operations. However, it is anticipated that limited live-work or work-live residential development could be components of future industrial development. Depending upon the proximity of residential components to mineral resource extraction activities, the introduction of residential uses could pose significant compatibility conflicts relating to noise and health and safety. However, as noted above, the 2005 General Plan includes specific actions requiring analysis, and mitigation as necessary, of noise and health/safety issues for any project involving a sensitive land use within industrially-designated areas. Implementation of these actions and application of appropriate mitigation measures on a case-by-case basis would reduce compatibility conflicts to a less than significant level.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Compatibility impacts associated within intensification/reuse would be the same as those identified for Scenario 1 and would be reduced to a less than significant level with implementation of actions included in the 2005 General Plan. In addition, this scenario would

accommodate the possible future development of the North Avenue, Olivas, and Serra expansion areas.

All three expansion areas are currently in agricultural use and none include or are adjacent to any mineral resource extraction activities. The North Avenue expansion area is located approximately one mile north of the oil wells located in the North Avenue district. Therefore, development within the North Avenue, Olivas, and Serra expansion areas would not create any compatibility conflicts with mineral resource extraction operations.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Compatibility impacts associated within intensification/reuse would be the same as those identified for Scenario 1 and would be reduced to a less than significant level with implementation of actions included in the 2005 General Plan. As discussed under Scenario 2, neither the North Avenue expansion area nor the Olivas expansion area poses any potential compatibility conflicts with mineral resource extraction operations.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Compatibility impacts associated within intensification/reuse would be the same as those identified for Scenario 1 and would be reduced to a less than significant level with implementation of actions included in the 2005 General Plan. As discussed under Scenario 2, neither the North Avenue expansion area nor the Olivas expansion area poses any potential compatibility conflicts with mineral resource extraction operations.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Compatibility impacts associated within intensification/reuse would be the same as those identified for Scenario 1 and would be reduced to a less than significant level with implementation of actions included in the 2005 General Plan. As discussed under Scenario 2, the North Avenue expansion area does not pose any potential compatibility conflicts with mineral resource extraction operations. No mineral resource extraction operations are located on or adjacent to the Western Cañada Larga expansion area. Therefore, development within that area would not pose the potential for significant compatibility impacts with mineral resource extraction activities.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Compatibility impacts associated within intensification/reuse would be the same as those identified for Scenario 1 and would be reduced to a less than significant level with implementation of actions included in the 2005 General Plan. As discussed under Scenario 2, the North Avenue expansion area does not pose any potential compatibility conflicts with mineral resource extraction operations. No mineral resource extraction operations are located on or adjacent to the Poinsettia expansion area. Therefore, development within that area would not pose the potential for significant compatibility impacts with mineral resource extraction activities.

MITIGATION MEASURES

Actions included in the 2005 General Plan would reduce compatibility conflicts between residential uses and mineral extraction activity to a less than significant level. Mitigation is not required.

SIGNIFICANCE AFTER MITIGATION

Future project- and site-specific environmental review and mitigation for individual development projects that present potential incompatibility issues, as required by 2005 General Plan policies and actions, would reduce potential compatibility impacts between residential uses and mineral resource extraction activities to a less than significant level for any of the six land use scenarios.

4.10 NOISE

This section analyzes the impacts associated with exposure to noise. Impacts relating to noise from traffic, railroad activity, industrial and agricultural uses, and recreational uses are addressed.

4.10.1 Setting

a. Regulatory Setting. Guidelines for noise compatible land use, based upon the California Office of Planning and Research (OPR) Noise Element Guidelines, are shown on Figure 4.10-1. The objective of noise compatibility guidelines is to provide the community with a means of judging the noise environment that it deems to be generally acceptable.

Denotation of a land use as "clearly acceptable" implies that the highest noise level in that band is the maximum desirable for existing or conventional construction that does not incorporate any special acoustical treatment. In general, evaluation of land use that fall into the "normally acceptable," "conditionally acceptable," or "normally unacceptable" noise environments should analyze other potential factors that would affect the noise environment. These include consideration of the type of noise source, the sensitivity of the noise receptor, the noise reduction likely to be provided by structures, and the degree to which the noise source ay interfere with speech, sleep, or to other activities characteristic of the land use.

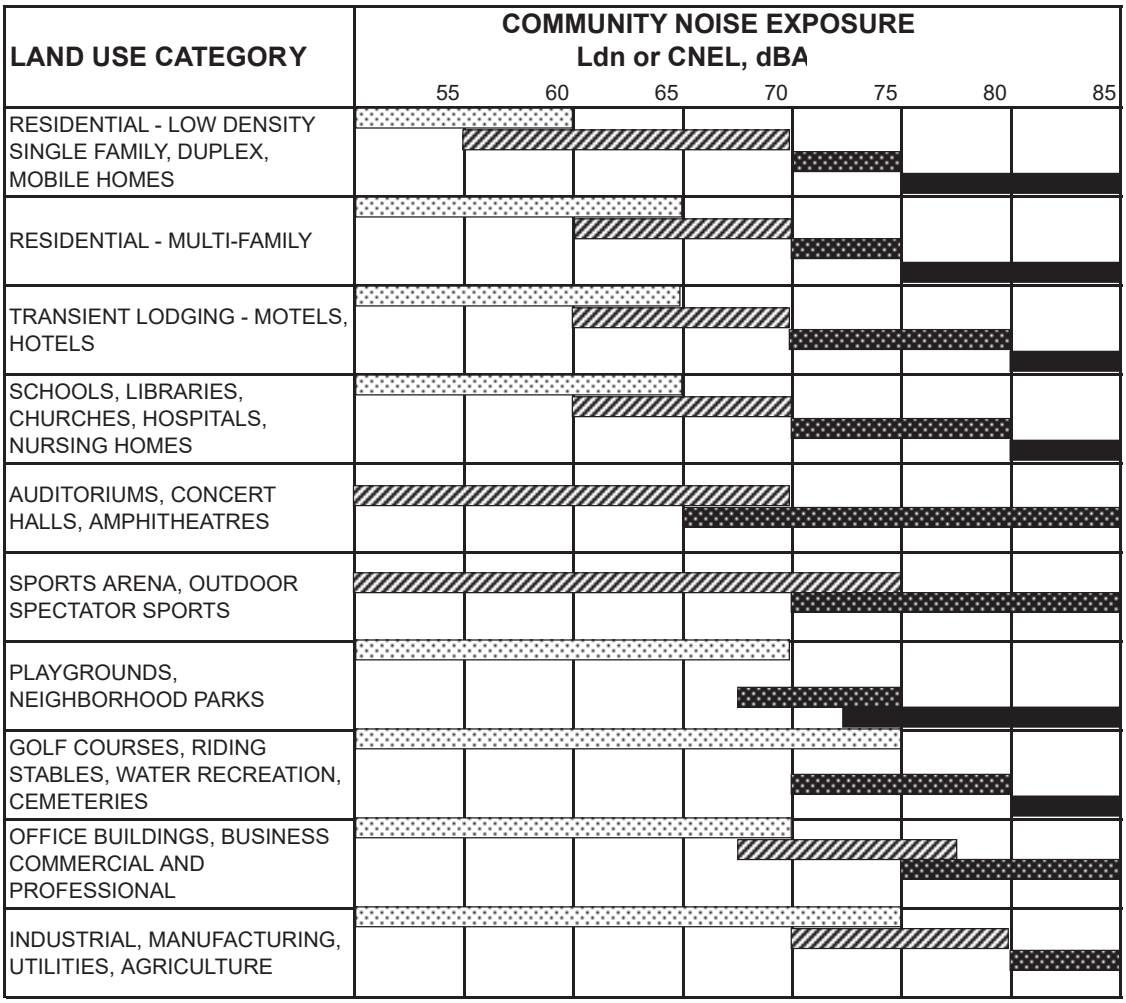
Ventura Noise Ordinance. The City of Ventura Noise Ordinance (Municipal Code § 10.650) prohibits unnecessary, excessive, or annoying noise in the City. The Ordinance does not control traffic noise, but applies to all noise sources located on private property including traffic noise. As part of this ordinance, properties within the City are assigned a noise zone based on their corresponding land use. "Noise-sensitive" properties are designated as Noise Zone I; residential properties are designated Noise Zone II; commercial properties are included in Noise Zone III, and industrial/agricultural districts are designated as Noise Zone IV. The Ordinance also limits the amount of noise generated by uses during normal operation that may affect the surrounding areas. Table 4.10-1 shows the allowable noise levels and corresponding times of day for each of the identified noise zones.

Table 4.10-1
Exterior Noise Levels

Time Period	ZONE I	ZONE II	ZONE III	ZONE IV
7 A.M. to 10 P.M.	50 dBA	50 dBA	60 dBA	70 dBA
10 P.M. to 7 A.M.	45 dBA	45 dBA	55 dBA	70 dBA

Source: City of Ventura Municipal Code § 10.650.130B.

The noise standards shown in Table 4.10-1 apply to any noise-generating activity that exceeds the applicable level for a cumulative period of more than 30 minutes in any hour. For noise levels that last less than 30 minutes, the following standards apply: maximum noise levels equal to the value of the noise standard plus 5 dBA for a cumulative period of no more than 15 minutes in any hour, 10 dBA for a cumulative period of no more than 5 minutes in any hour, 15



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Source: Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Office of Planning and Research, 1998.

Noise Compatibility Matrix

Figure 4.10-1

City of Ventura

dBA for a cumulative period of no more than 1 minute in any hour, or 20 dBA for any period of time. If the ambient sound level exceeds the allowable exterior standard, the ambient levels become the standard.

The following noise standards for interior noise levels apply for all multifamily residential units within Zones I or II. Daytime (7 a.m.–10 p.m.) noise levels shall not exceed 45 dBA and nighttime (10pm-7am) shall not exceed 40 dBA (Section 10.650.130 C.1).

Section 10.650.150 of the Ordinance exempts construction activities from the above standards, provided that they are conducted between 7 A.M. and 8 P.M. Construction activity is permitted between the hours of 8 pm and 7 am, provided that the noise levels do not exceed the standards specified in Table 4.10-1.

b. Overview of Sound Measurement. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, Leq is summed over a one-hour period.

The sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Decibels cannot be added arithmetically, but rather are added on a logarithmic basis. Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA ranges. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than that can interrupt conversations.

Noise levels typically attenuate at a rate of 6 dBA per doubling of distance from point sources such as industrial machinery. For example, a person standing 25 feet from an industrial machine may experience noise levels of 75 dBA, while a person standing 50 feet from the same noise source would experience noise levels of 69 dBA, and a person standing 100 feet from the source would experience noise levels of 63 dBA. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance.

The actual time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. The Day-Night average level (L_{DN}) recognizes this characteristic by weighting the hourly Leqs over a 24-hour

period. The weighting involves the addition of 10 dBA to actual nighttime (10 PM to 7 AM) noise levels, accounting for the greater amount of disturbance associated with noise during that time period. The Community Noise Equivalent Level (CNEL) is also commonly used to specify noise standards. The CNEL is identical to the L_{DN} except that it also adds 5 dB to sound levels occurring from 7 p.m. to 10 pm. The two measures of noise exposure, Ldn and CNEL, are basically equivalent; there is generally less than 1 dBA difference between their values.

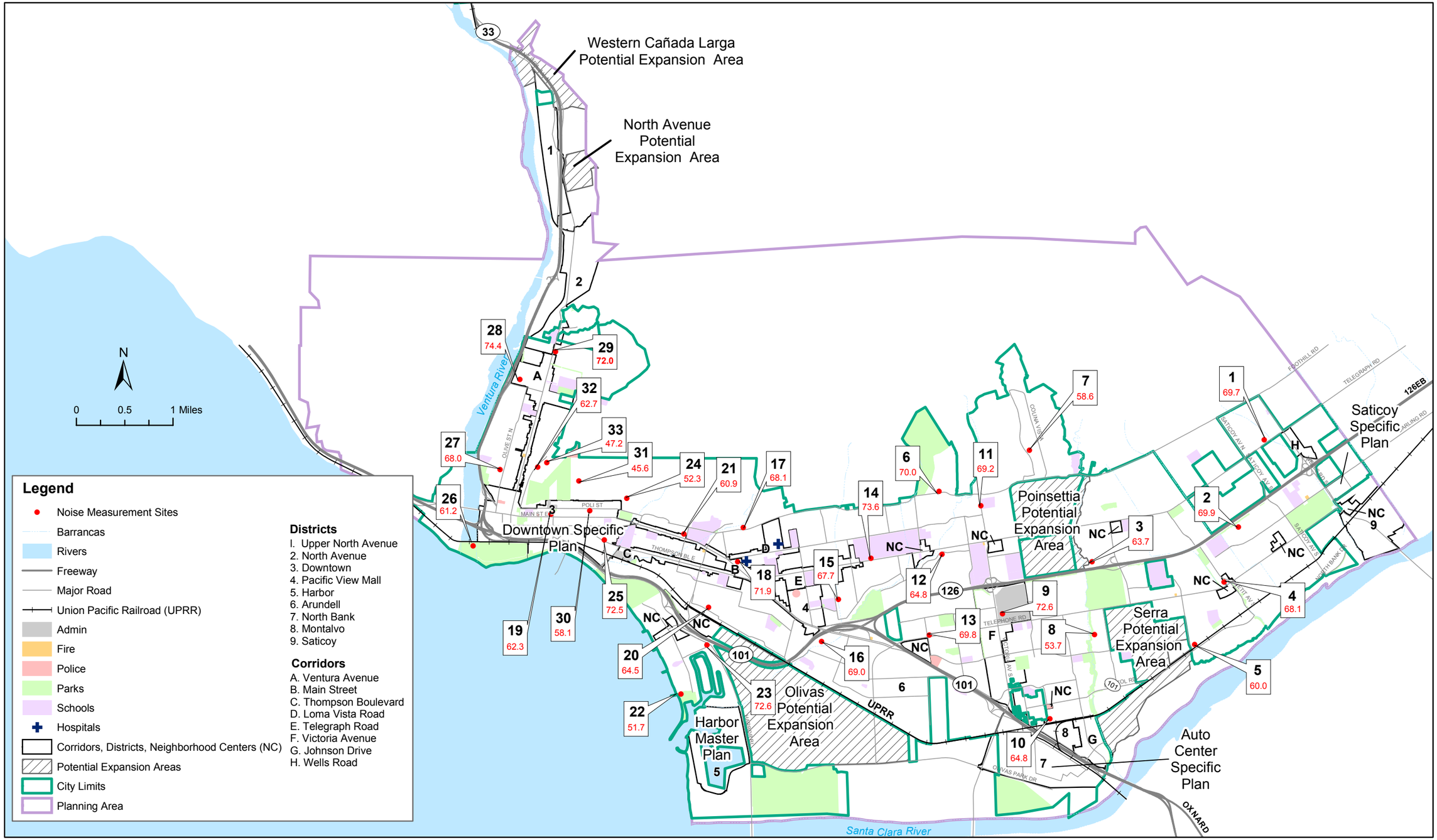
c. Existing Noise Environment. The City of Ventura is affected by several different sources of noise, including automobile traffic, agricultural or industrial activity, the Ventura County Fairgrounds, and periodic nuisances such as construction, loud parties, and other events. The major sources of noise in Ventura include the following:

- *Highway Traffic on Interstate 101, State Routes 33 and 126*
- *Traffic Along Major Arterials*
- *Union Pacific Railroad*
- *Ventura County Fairgrounds*
- *Ventura Shooting Range*
- *Ventura Raceway at Seaside Park*

Various locations within Ventura were surveyed from October 2001 to April 2002 to establish existing levels of noise. These measurement sites were selected to determine the impact from major sources of noise within the City. A total of 34 measurements were taken, which provide a basis for understanding the overall existing noise environment of the city. Table 4.10-2 summarizes the noise monitoring results at each of the 34 locations. The L_{eq} values for each location are shown on Figure 4.10-2. It should be noted that the sound level at any location fluctuates during the day. Therefore, the results of the measurements are not necessarily indicative of long-term average daily noise exposures at the measurement positions.

Roadway Noise. Vehicle traffic on local freeways and major roads is by far the greatest generator of noise throughout the planning area. Major road noise sources include three freeways (U.S. 101, SR 126, and SR 33) and several major arterial streets with high levels of traffic (Victoria Avenue, Main Street, Telephone Road, Telegraph Road). Four measurement locations (Sites 2, 3, 16, and 23) were subject primarily to noise originating from freeway traffic. The Leq value for these sites ranged from 63.7 to 72.6 dBA. Site 3 had a significantly lower Leq than the other three, most likely because of the existence of a sound barrier protecting that location from freeway noise. Four measurement sites (Sites 4, 9, 13, and 19) correspond to principal arterials. Noise levels (Leq) for these roadways ranged from 62.3 to 72.6 dBA.

A study completed in 2000 assessed noise levels in Ventura County and provided recommendations for noise barrier locations along Highways 101, 33, and 126. Based upon these measurements, using either 66 or 67 dBA Peak Hour Leq as the threshold (depending on activity land use category), and considerations such as the potential effectiveness of a noise barrier in the proposed project areas, specific areas were recommended for further consideration of noise barriers. Those areas with the highest Peak Hour dBA (exceeding 70 dBA) where noise barriers were recommended for further consideration are summarized in Table 4.10-3.



Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.

Noise Measurement Sites and Leq Values

Figure 4.10-2

City of Ventura

Table 4.10-2
Noise Survey Results

Site #	Measured Noise Level (dBA)				Measurement Location
	Leq	Lmax	L(10)	L(90)	
1	69.7	83.4	73.2	55.8	Telegraph Rd/Nevada - 35 ft from Telegraph centerline
2	69.9	85.1	73.2	62.4	SR 126/Henderson and Jasper - 45 ft from elevated freeway, 20 feet from centerline of Henderson
3	63.7	78.1	66.5	57.7	SR 126/Hayes and Eisenhower - 100 ft from freeway
4	68.1	84.4	72.4	56.6	Telephone/Petit - 30 ft from centerline of Telephone Road
5	60	83.7	62.2	47.5	Channel Drive/Borchard - 25 ft from centerline of Channel Drive (includes train pass-by, 75 feet to train tracks)
6	70	83.5	74.7	50.8	Foothill/Skyline - 35 ft from Foothill centerline
7	58.6	76.9	61.6	41.3	Via Arroyo/Vio Posito - 15 ft from Via Arroyo centerline
8	53.7	76	53.7	41.5	Antelope Avenue - 25 ft from Antelope Ave centerline
9	72.6	86.8	75.6	64.5	Victoria/Thille - 60 ft from Victoria centerline
10	64.8	82.8	68.5	51.6	Peacock/Nightingale - 25 ft from Nightingale centerline
11	69.2	87.1	72.5	56.9	Victoria Ave/Loma Vista - 40 ft from Victoria centerline
12	64.8	82.8	68.5	51.6	Aurora/Bryn Mawr - 15 ft from Aurora centerline
13	69.8	88.4	74.2	54.9	Telephone/Chalmette - 30 ft from Telephone Road centerline
14	73.6	86.1	77.6	59.1	Telegraph Road/Ventura College - 40 ft from Telegraph Road centerline
15	67.7	90.7	68.5	55.1	College Drive - 20 ft from College Drive centerline
16	69	84.6	71.6	64	Highway 101/Main St and Arundell - 60 ft from freeway, 16 ft from Arundell centerline
17	68.1	88	72.2	50.2	Poli Street/Brent Street - 40 ft from Poli centerline
18	71.9	92.3	73.8	59.1	Loma Vista/Brent Street - 25 ft from Loma Vista centerline
19	62.3	80.3	65.5	54.9	California Street/Main Street - 22 ft from California St centerline
20	64.5	89.1	64.7	52.1	Channel Drive/Jones Street - 22 ft from Channel Drive centerline
21	60.9	75.5	65.1	50.8	Catalina Street/Evans Street - 25 ft from Catalina centerline
22	51.7	65.3	54	47.2	Marina Park/Pierpont
23	72.6	84	75.7	67.3	Harbor Blvd/Peninsula - 80 ft from freeway, 36 feet to Harbor centerline
24	52.3	81.2	53.3	44.1	Church Street/Aliso - 20 ft from Church St centerline
25	72.5	89.6	76.2	61.5	Thompson Blvd./Hemlock Street - 30 ft from Thompson centerline

Table 4.10-2
Noise Survey Results

Site #	Measured Noise Level (dBA)				Measurement Location
	Leq	Lmax	L(10)	L(90)	
26	61.2	79.4	61.8	57.1	Seaside Park - approximately 1,000 from freeway and train tracks
27	68	82.1	71.8	56.8	Olive Street/Prospect Drive - 11 feet from Olive centerline
28	74.4	85.3	77.8	66.5	Stanley Avenue/Olive Street - 20 ft from Stanley Ave centerline
29	72	89.5	75.2	58.2	Ventura Ave/Seneca Street - 30 ft from Ventura Ave centerline
30	58.1	76.3	62.1	46.4	Kalorama Street/Poli Street - 20 feet from Kalorama centerline
31	45.6	57	*	*	Tioga/Caliente - east of Grant Park (firing range audible)
32	62.7	77.7	*	*	Cedar Street/E. Simpson Street - west of Grant Park (firing range inaudible)
33	47.2	63.1	*	*	Cedar Street/Cedar Place - west of Grant Park (firing range inaudible)
34	62.8	80.1	65.2	56.6	South Figueroa near Seaside Park - between apartments and parking lot (auto racing at Fairgrounds in progress)

**Data unavailable*
Source: Rincon Consultants, October 2001 – April 2002. Each measurement was 20 minutes in duration.
L_{eq} = energy equivalent sound level. This value is representative of the long-term annoyance potential as well as other effects of the noise.
L_{max} = the maximum sound level during the measurement period.
L_{10} = the near maximum sound level. This value is exceeded 10% of the time during the measurement period.
L_{90} = the near minimum sound level. This value is exceeded 90% of the time during the measurement period.

Table 4.10-3
Highway Traffic Noise Barrier Study Findings (dBA)

Highway	Project Location	10 Min. Leq	Peak Hour Noise Level (dBA)	Barrier Noise Level Reduction (dBA)
101	Northbound: 0.25 mile west of Lemon Grove Ave. to Main Street	68	71	5
126	Eastbound: 0 .48 mile east of Kimball Rd. to Wells Rd.	72	74	7
101/126	Northbound: Telephone Rd. to SR 126, westbound	71	73	5
126	Westbound: Victoria Ave. to Hill Rd.	70	72	6

Source: Illingworth & Rodkin, Inc., Acoustics/Air Quality, Noise Readings, Planning and Cost Estimates for the Development of Noise Barriers in Ventura County, 2000.

Railroad Operations. The Union Pacific Railroad (UPRR) operates one rail line through the City. The UPRR corridor runs parallel to Highway 101 crossing over the highway in the northern portion of the City. The eastern spur of the railroad line that runs from Ventura east towards Fillmore where the tracks diverge near Highway 101 is no longer actively used for freight or passenger transport. Train pass-bys can be disturbing to nearby receivers, particularly at night, as evidenced by the maximum sound level (Lmax) of 83.7 dBA measured at Site 5. Trains also generate ground-borne vibration and noise, which varies depending on the type of train, weight of load haulage, track conditions, and other factors.

Rail transit service is provided by Metrolink and AMTRAK. Metrolink provides rail service between Ventura and Union Station in Los Angeles on the Ventura County line. Presently, two trains in both the daytime and evening operate the entire length of the route between Ventura and Union Station. Rail service is also provided by AMTRAK via the Pacific Surfliner, which runs between San Luispo to the north and San Diego to the south. Four trains operate daily, with one additional train on the weekends and one additional train during the weekdays.

Commercial, Industrial and Agricultural Operations. Commercial and industrial activity can produce noise from heavy traffic, deliveries, and machinery. While industrial activity primarily occurs along Ventura Avenue and parts of the Arundell District, commercial activity occurs throughout the City, particularly along major roadways. Measurements near commercial and industrial activity include Sites 25, 27, 28, 29, and 30. Noise levels at these sites ranged from 58 to 74 dBA, although higher noise levels were mainly a result of heavy traffic.

Agricultural operations produce noise associated with equipment such as diesel engines, aerial application aircrafts (crop dusters), bird frightening devices, and tractors. Many of these noise sources are related to seasonal operations.

Recreational Activity. Certain recreational activities that occur within the City may be considered substantial noise generators. Noise-generating events occur periodically, but may produce high levels of noise that are audible at nearby locations. Three main sources of recreational nuisance noise include the Ventura Shooting Range, the Ventura Raceway at Seaside Park, and the Ventura County Fairgrounds.

The outdoor Ventura Shooting Range in the northern part of Grant Park has been the source of occasional noise complaints in the Downtown and West Ventura areas. In response, the City Parks Department completed a study in 1998 that measured noise levels generated by various ammunition types. Table 4.10-4 describes the highest sound levels measured at four sites.

Measurements recorded during the community noise survey in West Ventura (Sites 31, 32, and 33) while the shooting range was open indicated firing range could be heard only from Site 33. This may be due to installation of sound barriers on the north side of the range since the 1998 study; however, the 1998 measurements were obtained at locations slightly farther north, where the range may still be audible. The range will be closed to the public in January 2006, but will continue to be used by the Ventura Police Department.

The Ventura Raceway at Seaside Park hosts auto races on Saturday evenings. A measurement taken near the end of S. Figueroa Street (Site 34) during a race registered maximum noise levels of

Table 4.10-4
Noise from the Ventura Shooting Range

Site	Wind Speed	Ammunition Type	dBA
348 Carr Drive	0-3	.45 caliber pistol (one pistol), 5 rounds/5 seconds	72
254 Carr Drive	2-4	.45 and .40 caliber pistols (one of each), 5 rounds/10 seconds	74
258/265 Barnett Street	4-6	.45 caliber pistol (one pistol), 5 rounds/5 seconds	71
173 Barnett Street	0-2	.45 and .40 caliber pistol (one of each), 5 rounds/5 seconds	71

Source: City of Ventura, Pistol Range Sound Test, 1998.

80.1 dBA. The Ventura County Fairgrounds holds events, such as music concerts, fireworks, and other events that create noise audible to residential areas.

d. Noise Sensitive Uses. Noise-sensitive locations include areas where an excessive amount of noise would interfere with normal operations or activities and where a high degree of noise control may be necessary. Examples include schools, hospitals, and residential areas. Recreational areas may be considered noise-sensitive where quiet and solitude may be an important aspect of the specific recreational experience (such as a garden or campground). In most instances, recreational areas are tolerant of higher noise levels.

A number of residential areas in Ventura are located adjacent to freeways or along major arterials. The community noise survey included measurements at eight residential sites (1, 6, 7, 10, 12, 17, 20, and 24). Residential areas experienced sound levels ranging from 52.3 to 70.0 dBA. The highest measured residential noise levels were along Telegraph Road, though levels exceeding 60 dBA were also measured along Poli Street, Channel Drive, Aurora Drive, and Nightingale Street.

Many schools in the Planning Area are located adjacent to major roads, with resultant elevated noise levels. In particular, Buena High School and Mound Elementary School are located directly adjacent to SR 126, while Sheridan Way Elementary is located adjacent to SR 33. Several other area schools are located on major arterials with relatively high noise levels. The community noise survey included measurements at four schools (sites 11, 14, 15, and 21), with sound level measurements ranging from 60.9 to 73.6 dBA.

The two hospitals in Ventura (Community Memorial and the County Medical Center) are both located on Loma Vista Road, a relatively highly traveled arterial. However, with the exception of the road frontage, the hospital sites are relatively quiet due to shielding by onsite structures, and interior noise levels are not known to exceed acceptable levels at either facility. The community noise survey included a measurement at Community Memorial Hospital (site 18).

4.10.2 Impact Analysis

a. Methodology and Thresholds of Significance. The analysis of noise impacts focuses upon the project's impact to surrounding noise-sensitive land uses and the impact of existing noise sources upon residents of the Planning Area.

The roadway noise contours were calculated using the Federal Highway Administration's Highway Traffic Noise Prediction Model, U.S. Department of Transportation (1998). Model input data included existing and projected average daily traffic levels, day/evening/night percentages of automobiles, medium and heavy trucks, vehicle speeds; evening peak hour traffic levels, and roadway widths. A general estimation of freeway height with respect to adjacent land (elevated, level or depressed) is also considered. The average daily traffic assumptions and distances to the roadway 60, 65, 70, and 75 dBA CNEL contours are provided in the Appendix.

For the purpose of this analysis, a significant impact would occur if growth accommodated under the 2005 General Plan would result in any of the following conditions:

- *Exposure of persons to or generation of noise levels in excess of standards established in the General plan or noise ordinance*
- *Exposure of persons to or generation of excessive ground-borne noise levels*
- *A substantial permanent increase in ambient noise levels above levels existing without the project*
- *A substantial temporary or periodic increase in ambient noise levels above levels existing without the project*

For purposes of defining a "substantial" increase in traffic noise, the Federal Interagency Committee on Noise (FICON) recommendations were used. These are as follows:

Significance of Changes in Operational Roadway Noise Exposure

Ambient Noise Level (CNEL)	Significant Impact
< 60 dB	+ 5.0 dB or more
60 – 65 dB	+ 3.0 dB or more
> 65 dB	+ 1.5 dB or more

Temporary or periodic noise increases associated with General Plan implementation would primarily result from future construction activity. A temporary increase in noise is considered "substantial" if it would be in conflict with the City Noise Ordinance, which allows noise-generating construction activity between the hours of 7 AM and 8 PM.

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of noise impacts for each of the scenarios under consideration. A discussion of project impacts follows.

Impact N-1	**Growth accommodated through 2025 under any of the six land use scenarios would incrementally increase noise along area roadways and potentially expose new noise sensitive uses to noise exceeding City standards. Implementation of proposed General Plan policies would address potential exposure to excessive noise for new development. Noise levels would generally increase for existing uses adjacent to transportation corridors. Impacts on most roadways would not be significant, but a potentially significant noise increase could occur along North Ventura Avenue under any scenario and along Johnson Drive under Scenario 6. Impacts are therefore considered Class II, *significant but mitigable,* for all six scenarios.**

Noise contours for major transportation sources in Ventura have been generated for current and future conditions. The noise contours represent bands of equal noise exposure. They are used to provide a general visualization of sound levels, not absolute lines of demarcation. For example, a 65 dBA CNEL level describes an area as having a time-average constant sound level of roughly 65 dBA even though the area would experience individual sound events with higher and lower sound levels. Noise contours present a worst-case scenario in which no structures, sound walls, or other barriers intervene between the source and receiver; actual noise levels may be considerably lower than indicated. Figure 4.10-3 shows noise contours that were developed using existing daily traffic data.

In order to generate noise contours for 2025 conditions, data from the traffic analysis described in Section 4.12, *Transportation and Circulation,* was used to represent the most intensification, and therefore the most conservative estimate of future noise levels. The future noise contour map is shown on Figure 4.10-4. The map shows several possible roadway extensions that could be constructed if either the Olivas expansion area or Serra expansion area is developed at some point in the future. Contours generated from estimated traffic levels on these roadways would only apply if the roadway were constructed.

As seen on the existing noise contour map, areas near freeways and major arterials are routinely exposed to noise levels that exceed 60 dBA CNEL. In 2025, expected increases in traffic levels would result in a greater overall area (about half of the entire city) within the 60 dBA contour, as compared to existing conditions. In particular, the increased traffic levels on SR 126 expected in 2025 would extend the 60 dBA contour to include almost the entire area between Telegraph Road and Telephone Road. Traffic increases on Wells Road, Olivas Park Drive, and Foothill Road also result in extending the boundaries of the 60 dBA contour along those roads. It should be noted that these contours do not account for the presence of sounds walls and other barriers, which are present in many locations. The purpose of the contour map

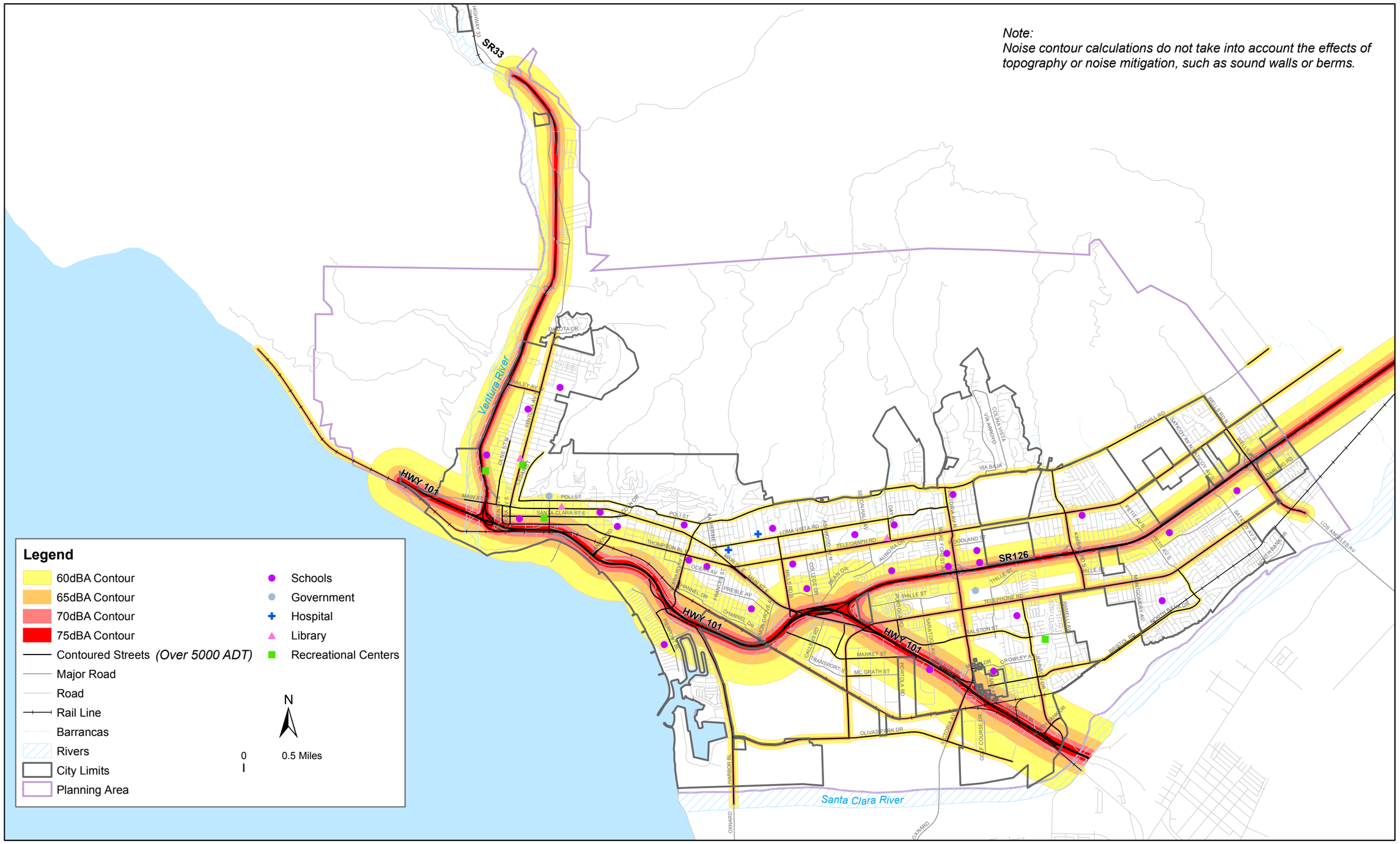
Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Traffic Noise Impacts on Existing and Proposed Noise-sensitive Development (Impact N-1)	Projected traffic growth would increase noise along all major transportation corridors. Compliance with Action 7.32 reduces impacts to future development to less than significant. Impacts to existing development generally are not significant, but could be significant along N. Ventura Avenue. Impacts are considered Class II, significant but mitigable.	Intensification/reuse impacts similar to Scenario 1. Expansion areas are exposed to noise from various road sources (SR 33, U.S. 101, Olivas Park Drive, Telephone Road). Action 7.32 addresses possible impacts to new development. Impacts to sensitive uses along North Ventura Avenue are Class II, significant but mitigable.	Impacts similar to Scenario 2 except no development would occur in the Serra expansion area and traffic noise would be incrementally greater in and adjacent to the Olivas expansion area. Action 7.32 addresses possible impacts to new development. Impacts to sensitive uses along North Ventura Avenue are Class II, significant but mitigable.	Impacts similar to Scenario 2 except no development would occur in the Olivas expansion area and traffic noise would be incrementally greater in and adjacent to the Serra expansion area. Action 7.32 addresses possible impacts to new development. Impacts to sensitive uses along North Ventura Avenue are Class II, significant but mitigable.	Intensification/reuse impacts would be similar to Scenario 1. Action 7.32 addresses possible impacts to new development. Traffic generation along North Ventura Avenue would be greater than under the other scenarios. Impacts to sensitive uses along North Ventura Avenue are Class II, significant but mitigable.	Impacts similar to Scenario 2 except noise increases would be greater along portions of Victoria Avenue and Johnson Drive. Action 7.32 addresses possible impacts to new development. Impacts to sensitive uses along North Ventura Avenue and Johnson Drive are Class II, significant but mitigable.
Construction Noise Impacts on Noise-sensitive Uses (Impact N-2)	Construction of individual projects in the Planning Area could intermittently generate high noise levels. Compliance with Noise Ordinance restrictions on construction timing reduce this impact to Class III, less than significant.	Impacts similar to Scenario 1. Compliance with Noise Ordinance restrictions on construction timing reduce this impact to Class III, less than significant.	Impacts similar to Scenario 1. Compliance with Noise Ordinance restrictions on construction timing reduce this impact to Class III, less than significant.	Impacts similar to Scenario 1. Compliance with Noise Ordinance restrictions on construction timing reduce this impact to Class III, less than significant.	Impacts similar to Scenario 1. Compliance with Noise Ordinance restrictions on construction timing reduce this impact to Class III, less than significant.	Impacts similar to Scenario 1. Compliance with Noise Ordinance restrictions on construction timing reduce this impact to Class III, less than significant.
Industrial Noise (Impact N-3)	Mixed use development near Industrial and commercial uses could expose noise	Intensification/reuse impacts similar to Scenario 1. Conversion of agricultural lands in	Impacts similar to Scenario 2 except the elimination of potential conflicts in the Serra area would	Impacts similar to Scenario 2 except the elimination of potential conflicts in the Olivas area would	Intensification/reuse impacts similar to Scenario 1. Residences in the western portion of the	Intensification/reuse impacts similar to Scenario 1. Conversion of agricultural lands in

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
	sensitive uses to excessive noise. Impacts are Class II, significant but mitigable.	expansion areas reduces the potential for noise conflicts. Impacts are Class II, significant but mitigable.	not occur. Impacts are Class II, significant but mitigable.	not occur. Impacts are Class II, significant but mitigable.	Western Cañada Larga expansion areas could be exposed to industrial noise. Impacts are Class II, significant but mitigable.	expansion areas reduces the potential for noise conflicts. Impacts are Class II, significant but mitigable.
Rail Noise (Impact N-4)	Development of noise-sensitive land uses near the UPRR corridor may result in noise impacts. Compliance with Action 7.32 reduces noise impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. The UPRR railroad may affect sensitive uses in the Olivas expansion area. Compliance with Action 7.32 reduces impacts to Class III, less than significant.	Impacts similar to Scenario 2. Compliance with Action 7.32 reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion areas would not be exposed to railroad noise. Compliance with Action 7.32 reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion areas would not be exposed to railroad noise. Compliance with Action 7.32 reduces impacts to Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion areas would not be exposed to railroad noise. Compliance with Action 7.32 reduces impacts to Class III, less than significant.
Noise-generating Recreational Uses (Impact N-5)	Continued operation of the Ventura Shooting Range and the Ventura Raceway may be audible at some residential locations. However, because noise levels are within thresholds, impacts are considered Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion areas are not subject to recreational noise sources. Impacts are Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion areas are not subject to recreational noise sources. Impacts are Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion areas are not subject to recreational noise sources. Impacts are Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion areas are not subject to recreational noise sources. Impacts are Class III, less than significant.	Intensification/reuse impacts similar to Scenario 1. Expansion areas are not subject to recreational noise sources. Impacts are Class III, less than significant.

Note:
Noise contour calculations do not take into account the effects of topography or noise mitigation, such as sound walls or berms.



Source: City of San Buenaventura and Rincon Consultants, Inc., 2002.
Noise contours are based on existing traffic volumes estimated by Austin Faust Associates (2005).

Existing Noise Contours (CNEL) Figure 4.10-3
City of Ventura

Source: City of Ventura and Rincon Consultants, Inc., 2005.
Noise contours are based upon 2025 traffic volumes estimated by Austin-Foust Associates (2005).

Future Noise Contours (CNEL) Figure 4.10-4

is to identify areas where noise is a potential concern. In many instances, actual sound levels may be lower than shown on Figure 4.10-4 and mitigation may not be required in all cases.

The 2005 General Plan would accommodate development of new residential uses (and other sensitive receptors) in areas exceeding the 60 dBA CNEL noise standard. In addition, projected traffic growth would increase noise levels along area roadways.

General Plan Action 7.32 requires an acoustical analysis and mitigation prior to development of any residential development within the 60 dBA CNEL contour, as shown on Figure 4.10-4, and incorporation of appropriate mitigation to reduce exterior noise at residences to 65 dBA CNEL or lower and reduce interior noise levels at residences to 45 dBA CNEL or lower. In addition, Action 7.33 calls for the construction of sound walls along U.S. 101, SR 126, and SR 33 in areas where existing residences are exposed to exterior noise exceeding 65 dBA CNEL, as funding becomes available.

Scenario 1 - Intensification/Reuse Only

As discussed in Section 4.12, *Transportation and Circulation*, overall citywide growth in average daily traffic (ADT) through 2025 is estimated at 18.7% under this scenario. Traffic growth would be somewhat higher or lower on certain roadways, but most of the roadways in the Planning Area are projected to experience traffic growth of 25% or less. A large portion of the Planning Area is already within the 60 dBA CNEL contour, and in the 2025 scenario, a larger portion of the Planning Area would potentially be exposed to noise levels of 60 dBA CNEL or higher. Noise levels are and would remain highest along portions of U.S. 101, SR 126, and SR 33 that lack sound walls.

For areas where noise levels already exceed the City's 65 dBA CNEL exterior standard for residential uses, growth accommodated under Scenario 1 would further this exceedance. However, the increase in noise associated with traffic increases of 25% or less would be less than 1 dBA, an increase that would not be audible to most listeners and is less than the FICON standards described above (3 dBA increase if ambient noise is 60-65 dBA CNEL and 1.5 dBA increase if ambient noise exceeds 65 dBA CNEL). The possible extensions of roadways such as Floral Drive, Cedar Street, and North Bank Drive would create a new noise source for adjacent residences; however, the relatively low traffic volumes anticipated for these road extensions would not be expected to generate noise exceeding City standards. Thus, although traffic growth would increase overall noise exposure in the community, increased exposure to noise generally is not considered a significant impact of growth accommodated under this scenario. The possible exception is North Ventura Avenue, which could potentially experience noise level increases of over 1.5 dBA. Such increases would affect relatively few sensitive receivers; nevertheless, this is considered a potentially significant impact.

Much of the future development that could be accommodated within districts, corridors, and neighborhood centers would be located along main travel corridors with relatively high noise levels. With the exception of portions of the Arundell district, all residential development within districts and corridors would potentially be exposed to noise exceeding 60 dBA CNEL. Noise levels in portions of the Downtown, North Avenue, Upper North Avenue, Arundell, North Bank, and Montalvo districts are projected to exceed 65 dBA CNEL. Noise levels along portions of the Main Street, Thompson Boulevard, Telegraph Road, Victoria Avenue, Johnson

Drive, and Wells Road corridors may also exceed 65 dBA CNEL. Redesignation of industrial properties adjacent to SR 33 in West Ventura for residential use could also expose residences to noise over 65 dBA CNEL. Exposure to excessive noise levels in these areas would be addressed through Action 7.32, which requires acoustical analysis for projects within areas exposed to noise levels exceeding 60 dBA CNEL and implementation of appropriate mitigation to reduce exterior noise levels to below 65 dBA CNEL and interior levels to below 45 dBA CNEL. Depending upon the project and location, mitigation could consist of site design to shield exterior areas, construction of sound walls or other barriers, and/or incorporation of building features (double paned windows, solid core doors, special building materials) that reduce interior noise. Compliance with this action would reduce noise impacts for future developments to a less than significant level.

Scenario 2 - Intensification/Reuse + North Avenue + Olivas + Serra

Traffic noise impacts to existing uses would be similar to those described under Scenario 1. Overall citywide growth in average daily traffic (ADT) through 2025 is estimated at 22.5% under this scenario. Traffic growth would be somewhat higher or lower on certain roadways, but most of the roadways in the Planning Area are projected to experience traffic growth of 25% or less. Certain areas of the City – notably, areas adjacent to U.S 101, SR 126, and SR 33 that lack sound walls – will continue to be exposed to noise exceeding 65 dBA CNEL. However, the increase in noise associated with future traffic increases is generally expected to be less than 1 dBA, which is less than the FICON standards described above. Noise sensitive uses are not located adjacent to most of the roads projected to experience higher increases in traffic and associated noise, such as Olivas Park Drive, Wells Road, Stanley Avenue, Mills Road south of Telegraph Road, and Victoria Avenue south of U.S. 101. Thus, although noise levels may audibly increase on these roads, such increases would not substantially affect noise sensitive uses.

An approximately 50% increase in traffic is projected on the segment of Kimball Road between SR 126 and Telephone Road as the extension of Kimball Road that would accompany Serra area development attracts traffic to that roadway. This could generate noise level increases of over 1.5 dBA; however, the only noise-sensitive uses along that road segment (single family residences along the east side of Kimball Road) are protected by a sound wall. A relatively high increase in traffic – approximately 44% - is also projected along Harbor Boulevard south of Seaward Avenue (which is fronted by residential uses). However, the noise level increase associated with such an increase is estimated at 1.2 dBA, which is less than the 1.5 dBA threshold that would apply along that roadway.

Although traffic growth would increase overall noise exposure in the community, increased exposure to noise generally is not considered a significant impact of growth accommodated under this scenario. As with Scenario 1, the potential exception is North Ventura Avenue. Noise level increases of more than 1.5 dBA could occur along that roadway, which is a potentially significant impact. Implementation of 2005 General Plan Action 7.33 could potentially address exposure of existing residences to freeway noise through construction of sound walls along U.S. 101, SR 126, and SR 33 where residences are exposed to noise exceeding 65 dBA CNEL.

Similar to Scenario 1, much of the future development that could be accommodated within districts, corridors, and neighborhood centers under this scenario would be located along main travel corridors with relatively high noise levels. In addition, as shown on Figure 4.10-4, portions of the North Avenue, Olivas, and Serra expansion areas would also be exposed to noise in excess of 60 dBA CNEL. The westernmost portion of the North Avenue expansion area and the northernmost portion of the Olivas expansion area would potentially be exposed to noise in excess of 65 dBA CNEL. Exposure to excessive noise levels would be addressed through the General Plan Action 7.32, which requires acoustical analysis for projects within areas exposed to noise levels exceeding 60 dBA CNEL and implementation of appropriate mitigation to reduce exterior noise levels to below 65 dBA CNEL and interior levels to below 45 dBA CNEL. Compliance with this action would reduce noise impacts for future developments to a less than significant level.

Scenario 3 - Intensification/Reuse + North Avenue + Olivas

Impacts to existing uses related to traffic growth would be similar to those described under Scenario 1. Overall citywide growth in average daily traffic (ADT) through 2025 is estimated at 21.9% under this scenario. Traffic growth would be somewhat higher or lower on certain roadways, but most of the roadways in the Planning Area are projected to experience traffic growth of 25% or less. Certain areas of the City – notably, areas adjacent to U.S 101, SR 126, and SR 33 that lack sound walls – will continue to be exposed to noise exceeding 65 dBA CNEL. However, the increase in noise associated with future traffic increases is generally expected to be less than 1 dBA, which is less than the FICON standards described above. As with Scenario 2, a relatively high increase in traffic – approximately 52% - is projected along Harbor Boulevard south of Seaward Avenue (which is fronted by residential uses). However, the noise level increase associated with such an increase is estimated at 1.3 dBA, which is less than the 1.5 dBA threshold that would apply along that roadway.

Traffic growth would increase overall noise exposure in the community, but increased exposure to noise generally is not considered a significant impact of growth accommodated under this scenario. As with Scenarios 1 and 2, the potential exception is North Ventura Avenue. Noise level increases of more than 1.5 dBA could occur along that roadway, which is a potentially significant impact. Implementation of General Plan Action 7.33 could address exposure of existing residences to freeway noise through construction of sound walls along U.S. 101, SR 126, and SR 33 where residences are exposed to noise exceeding 65 dBA CNEL.

Similar to Scenario 1, much of the future development that could be accommodated within districts, corridors, and neighborhood centers under this scenario would be located along main travel corridors with relatively high noise levels. In addition, as shown on Figure 4.10-4, portions of the North Avenue and Olivas expansion areas would also be exposed to noise in excess of 60 dBA CNEL. The westernmost portion of the North Avenue expansion area and the northernmost portion of the Olivas expansion area would potentially be exposed to noise in excess of 65 dBA CNEL. Exposure to excessive noise levels would be addressed through the General Plan Action 7.32, which requires acoustical analysis for projects within areas exposed to noise levels exceeding 60 dBA CNEL and implementation of appropriate mitigation to reduce exterior noise levels to below 65 dBA CNEL and interior levels to below 45 dBA CNEL. Compliance with this action would reduce noise impacts for future developments to a less than significant level.

Scenario 4 - Intensification/Reuse + North Avenue + Serra

Impacts to existing uses related to traffic growth would be similar to those described under Scenario 1. Overall citywide growth in average daily traffic (ADT) through 2025 is estimated at 21.7% under this scenario. Traffic growth would be somewhat higher or lower on certain roadways, but most of the roadways in the Planning Area are projected to experience traffic growth of 25% or less. Certain areas of the City – notably, areas adjacent to U.S 101, SR 126, and SR 33 that lack sound walls – will continue to be exposed to noise exceeding 65 dBA CNEL. However, the increase in noise associated with future traffic increases is generally expected to be less than 1 dBA, which is less than the FICON standards described above. Noise sensitive uses are not located adjacent to most of the roads projected to experience higher increases in traffic and associated noise, such as Olivas Park Drive, Wells Road, Stanley Avenue, and Victoria Avenue south of U.S. 101. Noise levels may audibly increase on these roads, but such increases would not substantially affect noise sensitive uses. Similar to Scenario 2, Kimball Road between SR 126 and Telephone Road would experience an approximately 50% increase in traffic under this scenario. This could generate noise level increases of over 1.5 dBA; however, the only noise-sensitive uses along that road segment (single family residences along the east side of Kimball Road) are protected by a sound wall.

Traffic growth would increase overall noise exposure in the community, but increased exposure to noise generally is not considered a significant impact of growth accommodated under this scenario. As with Scenarios 1-3, the potential exception is North Ventura Avenue. Noise level increases of more than 1.5 dBA could occur along that roadway, which is a potentially significant impact. Implementation of 2005 General Plan Action 7.33 could address exposure of existing residences to freeway noise through construction of sound walls along U.S. 101, SR 126, and SR 33 where residences are exposed to noise exceeding 65 dBA CNEL.

Similar to Scenario 1, much of the future development that could be accommodated within districts, corridors, and neighborhood centers under this scenario would be located along main travel corridors with relatively high noise levels. In addition, as shown on Figure 4.10-4, portions of the North Avenue and Serra expansion areas would be exposed to noise in excess of 60 dBA CNEL. The westernmost portion of the North Avenue expansion area would potentially be exposed to noise in excess of 65 dBA CNEL. Exposure to excessive noise levels would be addressed through the 2005 General Plan Action 7.32, which requires acoustical analysis for projects within areas exposed to noise levels exceeding 60 dBA CNEL and implementation of appropriate mitigation to reduce exterior noise levels to below 65 dBA CNEL and interior levels to below 45 dBA CNEL. Compliance with this action would reduce noise impacts for future developments to a less than significant level.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Impacts to existing uses related to traffic growth would be similar to those described under Scenario 1. Overall citywide growth in average daily traffic (ADT) through 2025 is estimated at 20.6% under this scenario. Traffic growth would be somewhat higher or lower on certain roadways, but most of the roadways in the Planning Area are projected to experience traffic growth of 25% or less. Certain areas of the City – notably, areas adjacent to U.S 101, SR 126, and SR 33 that lack sound walls – will continue to be exposed to noise exceeding 65 dBA CNEL. However, the increase in noise associated with future traffic increases is generally expected to

be less than 1 dBA, which is less than the FICON standards described above. Noise sensitive uses are not located adjacent to most of the roads projected to experience higher increases in traffic and associated noise, such as Olivas Park Drive, Wells Road, Stanley Avenue, and Victoria Avenue south of U.S. 101. Although noise levels may audibly increase on these roads, such increases would not substantially affect noise sensitive uses. Traffic levels are projected to more than double along Ventura Avenue north of Shell Road under this scenario, from about 6,000 ADT to 15,000 ADT. This would increase noise along that road segment by more than 3 dBA, which is a potentially audible increase. Although the number of sensitive uses along that roadway is limited, residential development fronting Ventura Avenue would potentially be exposed to noise exceeding the 1.5 dBA threshold. Implementation of General Plan Action 7.33 could reduce overall noise exposure of existing residences in the North Avenue area through construction of a sound wall along SR 33; however, because there is no assurance that funding would be available for a sound wall, impacts associated with this scenario are considered significant.

Similar to Scenario 1, much of the future development that could be accommodated within districts, corridors, and neighborhood centers under this scenario would be located along main travel corridors with relatively high noise levels. In addition, as shown on Figure 4.10-4, most of the North Avenue and Western Cañada Larga expansion areas would be exposed to noise in excess of 60 dBA CNEL and portions of both expansion areas would potentially be exposed to noise in excess of 65 dBA CNEL. Exposure to excessive noise levels would be addressed through the 2005 General Plan Action 7.32, which requires acoustical analysis for projects within areas exposed to noise levels exceeding 60 dBA CNEL and implementation of appropriate mitigation to reduce exterior noise levels to below 65 dBA CNEL and interior levels to below 45 dBA CNEL. Compliance with this action would reduce noise impacts for future developments to a less than significant level.

Scenario 6 - Intensification/Reuse + North Avenue + Poinsettia

Impacts to existing uses related to traffic growth would be similar to those described under Scenario 1. Overall citywide growth in average daily traffic (ADT) through 2025 is estimated at 21.7% under this scenario. Traffic growth would be somewhat higher or lower on certain roadways, but most of the roadways in the Planning Area are projected to experience traffic growth of 25% or less. Certain areas of the City – notably, areas adjacent to U.S 101, SR 126, and SR 33 that lack sound walls – will continue to be exposed to noise exceeding 65 dBA CNEL. However, the increase in noise associated with future traffic increases is generally expected to be less than 1 dBA, which is less than the FICON standards described above. Noise sensitive uses are not located adjacent to most of the roads projected to experience higher increases in traffic and associated noise, such as Olivas Park Drive, Wells Road, Stanley Avenue, and Victoria Avenue south of U.S. 101. Although noise levels may audibly increase on these roads, such increases would not substantially affect noise sensitive uses. Victoria Avenue would experience a substantially greater increase in traffic and related noise under this scenario than the other scenarios, with overall projected traffic increases of more than 40% on some segments. This would increase noise exposure as compared to the other scenarios; however, the increase would still be about 1 dBA, which is less than the 1.5 dBA threshold.

Impacts associated with traffic noise increases generally would not be significant under this scenario. As with the other scenarios, one potential exception is North Ventura Avenue. Noise

level increases of more than 1.5 dBA could occur along that roadway, which is a potentially significant impact. In addition, it is assumed that Johnson Drive would be extended across SR 126 to Foothill Road under this scenario. This road extension would be expected to substantially increase traffic levels along the length of Johnson Drive as that roadway would provide a direct link between SR 126 and U.S. 101. The new segment north of Telephone Road would handle a projected 32,000 ADT in 2025, while the traffic level is projected to more than double (from 10,000 ADT existing to 26,000 ADT in 2025) under this scenario. It is anticipated that sound walls would be constructed along new segments, but noise levels would increase by more than 3 dBA along the existing segments of Johnson Drive, portions of which are fronted by single and multiple family residences. This is a significant impact. It should be noted that the extended Johnson Drive anticipated under this scenario would be expected to divert traffic from portions of Foothill Road and Kimball Road, thus reducing noise levels along those roadways.

Similar to Scenario 1, much of the future development that could be accommodated within districts, corridors, and neighborhood centers under this scenario would be located along main travel corridors with relatively high noise levels. In addition, as shown on Figure 4.10-4, portions of the North Avenue and Poinsettia expansion areas would be exposed to noise in excess of 60 dBA CNEL. The westernmost portion of the North Avenue expansion area would potentially be exposed to noise in excess of 65 dBA CNEL. The southernmost portion of the Poinsettia expansion area adjacent to SR 126 would also be exposed to noise exceeding 65 dBA CNEL. Exposure to excessive noise levels would be addressed through 2005 General Plan Action 7.32, which requires acoustical analysis for projects within areas exposed to noise levels exceeding 60 dBA CNEL and implementation of appropriate mitigation to reduce exterior noise levels to below 65 dBA CNEL and interior levels to below 45 dBA CNEL. Compliance with this action would reduce noise impacts for future developments to a less than significant level.

MITIGATION MEASURES

Compliance with existing regulations and proposed 2005 General Plan policies and actions would reduce potential noise impacts in most locations to a less than significant level. Construction of a sound wall along SR 33 as indicated under General Plan Action 7.33 could address noise exposure along North Ventura Avenue by reducing noise from the nearby SR 33. However, because funding and construction of a sound wall cannot be assured and such mitigation is not available for the potential significant impact along Johnson Drive under Scenario 6, the following measure is recommended.

N-1 Rubberized Asphalt. The following action shall be added to the 2005 General Plan to reduce general traffic noise:

- As feasible, use rubberized asphalt or other sound reducing material for paving and re-paving of City streets.

Studies have indicated that rubberized asphalt can reduce overall roadway noise by 3-5 dBA as compared to conventional asphalt.

SIGNIFICANCE AFTER MITIGATION

Roadway noise levels would generally rise as traffic levels increase under any of the General Plan land use scenarios. However, implementation of proposed policies and actions, in combination with the additional action recommended above, would reduce impacts associated with projected development to a less than significant level for any of the six land use scenarios. It is presumed that use of rubberized asphalt or other noise attenuation methods would be feasible for Ventura Avenue (which could experience a significant noise increase under any scenario) and Johnson Drive (which could experience a significant noise increase under Scenario 6).

Impact N-2	**Construction of individual projects throughout the Planning Area could intermittently generate high noise levels under any of the land use scenarios. This may affect sensitive receptors near construction sites. However, compliance with Noise Ordinance restrictions on construction timing would reduce this impact to a Class III, *less than significant* level.**

Construction noise from individual projects through 2025 could have noise impacts on adjacent noise-sensitive land uses. Since there are no specific plans or time scales for individual development projects, it is not possible to determine exact noise levels, locations, or time period for construction.

As shown in Table 4.10-5, the noise level associated with heavy equipment typically ranges from about 78 to 88 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 project construction tends to create the highest construction noise levels because of the operation of heavy equipment.

Noise levels similar to those shown in Table 4.10-5 would be expected to occur with individual development projects under any of the land use scenarios. Impacts related to intensification/ reuse would be essentially the same under any of the six scenarios and could occur throughout the Planning Area. Noise levels due to construction activity in expansion areas would also be similar. Development of the Serra and Poinsettia expansion areas would have the highest likelihood of creating noise disturbance because of their proximity to noise-sensitive uses (residences for Serra, residences and schools for Poinsettia).

Section 10.650.150 of the Ventura Noise Ordinance exempts construction activities from the standards shown in Table 4.10-1 in the *Setting*, provided that they are conducted between 7 A.M. and 8 P.M. Assuming compliance with these timing restrictions, noise associated with construction of individual projects would not be significant.

MITIGATION MEASURES

Compliance with the Ventura Noise Ordinance would reduce temporary impacts associated with construction noise to less than significant.

Table 4.10-5
Typical Noise Levels at Construction Sites

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Clearing	84 dBA	84 dBA
Excavation	78 dBA	88 dBA
Foundation/Conditioning	88 dBA	88 dBA
Laying Subbase, Paving	78 dBA	79 dBA
Finishing and Cleanup	84 dBA	84 dBA

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

SIGNIFICANCE AFTER MITIGATION

Any of the scenarios would accommodate construction activity that would potentially create temporary noise disturbance to uses adjacent to individual construction sites. However, assuming compliance with the City Noise Ordinance, impacts would be less than significant for any of the six scenarios.

Impact N-3	**The placement of residential and other noise-sensitive uses in proximity to industrial and commercial uses could potentially expose such uses to high noise levels. The City Noise Ordinance restrictions do not apply to noise-sensitive uses within commercial or industrial zones. Therefore, impacts would be Class II, *significant but mitigable*, for any of the six land use scenarios.**

Commercial and industrial activity can produce noise from heavy traffic, deliveries, and machinery. While industrial activity primarily occurs along Ventura Avenue and parts of the Arundell District, commercial activity occurs throughout the City, particularly along major roadways. Agricultural operations produce noise associated with equipment such as aerial application aircrafts (crop dusters), diesel engines, and tractors. Many of these noise sources are related to seasonal operations. Development of residential uses adjacent to or near industrial, commercial, or agricultural uses could result in potential impacts due to noise from these operations.

The City of Ventura Noise Ordinance (Municipal Code § 10.650) prohibits unnecessary, excessive, or annoying noise in the City. As part of this ordinance, properties within the City are assigned a noise zone based on their corresponding land use. Properties zoned for residential and other noise-sensitive uses have an exterior noise limit of 50 dBA, commercially zoned properties have an exterior noise limit of 60 dBA, and industrially/agriculturally zoned properties have an exterior noise limit of 70 dBA.

Scenario 1 - Intensification/Reuse Only

Scenario 1 emphasizes intensification and reuse of properties within the existing developed City. Mixed use development accommodated under this scenario could involve the development of residential uses in proximity to industrial and commercial uses, particularly along the Ventura Avenue, Thompson Boulevard, and Main Street corridor, within the Downtown District, and near the Pacific View Mall District. As noted above, the City Noise Ordinance has exterior noise limits of 50 dBA for residential zones, but allows noise of up to 60 dBA and 70 dBA for industrial zones. As such, residential projects or residential components of mixed use projects within commercial or industrial zones could be exposed to exterior noise exceeding residential limits. This is a potentially significant impact.

Scenario 2 - Intensification/Reuse + North Avenue + Olivas + Serra

Intensification/reuse impacts would be similar to those described for Scenario 1 and are considered potentially significant. In addition, this scenario includes three expansion areas: North Avenue, Olivas, and Serra. Development of these expansion areas with urban uses would reduce conflicts associated with the agricultural/residential interface, though development of the Olivas expansion area could add noise sensitive uses adjacent to remaining agricultural activity to the east and south. None of the expansion areas are anticipated to include industrial uses; however, each of the areas, if developed in the future, is expected to include a mix of residential and commercial uses. The placement of residential uses adjacent to commercial uses could potentially create noise conflicts relating to commercial operations (loading docks, parking lots, evening activity). However, provided that the City Noise Ordinance continues to be enforced, noise impacts would not be significant.

Scenario 3 - Intensification/Reuse + North Avenue + Olivas

Impacts associated with this scenario would be similar to those described for Scenario 2 except that agricultural operations in the Serra area would remain. Noise impacts are considered potentially significant.

Scenario 4 - Intensification/Reuse + North Avenue + Serra

Impacts associated with this scenario would be similar to those described for Scenario 2 except that agricultural operations in the Olivas area would remain. Noise impacts are considered potentially significant.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Intensification/reuse impacts would be similar to those described for Scenario 1 and are considered potentially significant. Under Scenario 5, mixed residential and commercial development could occur within North Avenue and Western Cañada Larga expansion areas. While this may result in reduced potential conflict between the agricultural/residential interface, impacts may still occur if residential development is proposed near industrial or commercial operations. In the portion of the Western Cañada Larga expansion area west of SR 33, residential development could potentially be affected by industrial activity within the adjacent Upper North Avenue district.

Scenario 6 - Intensification/Reuse + North Avenue + Poinsettia

Intensification/reuse impacts would be similar to those described for Scenario 1 and are considered potentially significant. Development of the North Avenue and Poinsettia expansion areas with urban uses would reduce conflicts associated with the agricultural/residential interface. Neither of the expansion areas are anticipated to include industrial uses; however, each of the areas, if developed in the future, is expected to include a mix of residential and commercial uses. The placement of residential uses adjacent to commercial uses could potentially create noise conflicts relating to commercial operations (loading docks, parking lots, evening activity).

MITIGATION MEASURES

The following measure is required for any of the six land use scenarios.

N-3 **Noise Ordinance Update.** The following action shall be added to the 2005 General Plan:

- Update the Noise Ordinance in conjunction with the new development code to provide noise standards for residential projects and residential components of mixed use projects within commercial and industrial zones.

SIGNIFICANCE AFTER MITIGATION

Update of the Noise Ordinance and enforcement of new standards for residential projects within commercial and industrial zones would reduce impacts to a less than significant level.

Impact N-4	**Noise-sensitive land uses near the UPRR corridor may be exposed to noise exceeding City noise standards. However, proposed General Plan actions require acoustical analysis for any development in an area with a built within the 60 dBA CNEL contour. Therefore, impacts due to railroad noise are considered Class III, *less than significant*, for all six scenarios.**

The use of the corridor for rail traffic causes high noise levels intermittently as trains pass through the City. Freight trains can be louder than passenger trains because they typically use more engines and contain more rail cars. Residences and other sensitive land uses already located along the rail line would experience high noise levels from train traffic. Noise contours for the Union Pacific Railroad are shown on Figure 4.10-4. Generally, areas within about 240 feet of the railroad tracks are within the 60 dBA CNEL contour.

The 2005 General Plan contains a policy that would reduce excessive noise exposure to existing and proposed residential uses. Action 7.32 requires an acoustical analysis and mitigation prior to development of any residential development within the 60 dBA contour, as shown on Figure 4.10-4.

Scenario 1 - Intensification/Reuse Only

Scenario 1 emphasizes intensification and reuse of properties within the existing developed City and does not include expansion areas. The UPRR railroad corridor generally follows the same area as the 60 dBA contour generated from U.S. 101 traffic. Any proposed residential development within the 60 dBA railroad corridor, where the alignment follows U.S. 101 would be subject to noise from the railroad. Districts and corridors that are potentially subject to railroad noise include Downtown, Thompson Boulevard, Arundell, North Bank, Montalvo, and Johnson Drive. Noise from individual trains may be disturbed to noise-sensitive receivers. However, compliance with the requirements for acoustical analysis and mitigation in Action 7.32 would reduce noise impacts to a less than significant level.

Scenarios 2 and 3

Intensification/reuse impacts would be similar to those described for Scenario 1. Potential development in either the North Avenue or Serra expansion areas would not be affected by railroad noise. However, either of these scenarios would accommodate development in the Olivas expansion area. The UPRR railroad is adjacent to the eastern boundary of the Olivas expansion area, and noise-sensitive development proposed within the 60 dBA contour of the railroad may incur impacts due to railroad noise. However, compliance with Action 7.32 would reduce noise impacts to a less than significant level.

Scenarios 4, 5, and 6

Intensification/reuse impacts would be similar to those described for Scenario 1. The North Avenue, Western Cañada Larga, and Poinsettia expansion areas are not subject to railroad noise. Compliance with Action 7.32 would reduce noise impacts to a less than significant level.

MITIGATION MEASURES

None required assuming implementation of 2005 General Plan Action 7.32.

SIGNIFICANCE AFTER MITIGATION

Implementation of 2005 General Plan Action 7.32 would reduce impacts to a less than significant level for any of the six scenarios.

Impact N-5	**Operation of recreational uses, including the Ventura County Fairgrounds, Ventura Shooting Range, and the Ventura Raceway could continue to create noise disturbance for existing and planned noise-sensitive uses. City policies pursue termination, relocation, or restriction of these noise-generating activities. Impacts due to recreational uses are considered Class III, *less than significant.***

The Ventura Raceway at Seaside Park hosts auto races on Saturday evenings. Engine sounds can be heard through much of Downtown, Midtown, and West Ventura, and residents have expressed

a high level of annoyance. A measurement taken near the end of S. Figueroa Street (Site 34) during a race registered maximum noise levels of 80.1 dBA. Noise levels associated with racing do not exceed community standards based on the CNEL, but are a source of noise disturbance to some residents in nearby neighborhoods.

The outdoor Ventura Shooting Range in the northern part of Grant Park has been the source of occasional noise complaints. As discussed in the Setting, noise from the Ventura Shooting Range resulted in noise levels that varied from 71-74 dBA during the Pistol Range Sound Test in 1998. Noise readings from the community noise survey, however, resulted in noise levels ranging from 45.6 dBA to 62.7 dBA at nearby locations. The lower noise levels are likely the result of noise walls that were built since the Pistol Sound Test was conducted. Nevertheless, the Shooting Range is a source of disturbance to some residents in the Westside and Downtown areas.

The 2005 General Plan includes actions to address noise from the Fairgrounds. Action 7.34 requests that the 31st Agricultural District limit sound levels associated with concerts to 70 dBA at the eastern edge of the Ventura County Fairgrounds. Action 7.35 requests that auto racing be discontinued at the Fairgrounds.

Scenario 1 - Intensification/Reuse Only

Portions of the Downtown District and the Ventura Avenue corridor are within areas where noise emanating from the Ventura Shooting Range, located in Grant Park is audible. Southwestern areas within the Downtown District are exposed to noise from the Ventura County Fairgrounds and the Ventura Raceway at Seaside Park. Therefore, new residential development that could be accommodated in the Ventura Avenue corridor and the Downtown district may be subject to noise associated with these activities.

The maximum noise levels for the Shooting Range and the Ventura Raceway described in the Setting may cause periodic disturbance to sensitive receivers. However, such noise events occur only periodically and do not exceed community standards based upon the CNEL (a time-weighted 24-hour average sound level). Therefore, impacts associated with the Shooting Range and the Ventura Raceway are not considered significant. Nevertheless, as discussed above, the 2005 General Plan includes actions requesting the termination of auto racing at the Fairgrounds and requesting sound limitations on Fairgrounds concerts. As discussed in the *Setting*, the Shooting Range will be closed to the public in January 2006. Although the Shooting Range will continue to be used by the Ventura Police Department, it is anticipated that the frequency of noise events will decline after that time.

Scenarios 2 through 6

Intensification/reuse impacts would be similar to those of Scenario 1 and are not considered significant. None of the expansion areas are subject to noise impacts from either the Ventura Shooting Range or the Fairgrounds.

MITIGATION MEASURES

Impacts are not significant for any scenario. Therefore, mitigation is not required.

Implementation of proposed 2005 General Plan policies may eliminate and/or reduce noise associated with activities at the Ventura Fairgrounds.

SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant for any of the six land use scenarios. Implementation of proposed actions could reduce potential noise disturbance associated with activities at the Ventura Fairgrounds.

4.11 PUBLIC SERVICES

This section assesses potential impacts to public services, including fire and police protection, public schools, libraries, parks, and solid waste collection and disposal. Impacts to water and wastewater infrastructure are discussed in Section 4.13, *Utilities and Service Systems*.

4.11.1 Setting

a. Fire Protection and Emergency Medical Service.

Personnel, Facilities, and Equipment. The City of Ventura Fire Department (VFD) provides fire protection services to areas within the City's corporate boundary. The VFD responds to fire, rescue, medical, and hazardous materials emergencies. The VFD operates six fire stations in Ventura, with administrative offices at 1425 Dowell Drive. Figure 4.11-1 shows the locations of fire stations serving the City.

The VFD is comprised of three Divisions—Operations, Administration, and Inspection Services. The Operations Division is responsible for activities and emergency responses of the Department's firefighting force. Station 5, the most centrally located (near the intersection of U.S. 101 and SR 126), has a truck company and engine company. In addition, there is one battalion chief on duty at a time (assigned as the shift manager). The shift manager's quarters are adjacent to Station 2. The VFD plans to relocate Fire Station #4 from its current location at 8303 Telephone Road to the Community Park property located at the corner of Telephone Road and Kimball Road.

Fire Administration is made up of the Fire Chief and his support staff. Their offices are located in the Police/Fire Headquarters, located at 1425 Dowell Drive, Ventura, CA 93003. Their primary responsibility is to oversee all aspects of the delivery of services and ensure the smooth function of the Fire Department.

Inspection Services consists of the Construction Services and Preservation Services Divisions. The Inspection Services Division oversees all phases of new building construction, performs a variety of inspections, and provides code enforcement. Construction Services provides building permit plan check, permit issuance, and inspection services for new buildings, additions, and tenant improvements. Preservation Services is responsible for: code enforcement to support the enforcement of policies and programs within the Public Works, Community Development, Fire and Administrative Services Departments; fire prevention services to provide fire alarm and fire sprinkler plan review, permitting, and inspection; annual State Fire Marshal inspections of high-rise, institutional, and educational occupancies; facilitation of a complete weed abatement program; and, coordinating the City's hazardous materials enforcement program. The City's Building Official/Fire Marshal is the manager of the Inspection Services Division and reports directly to the Fire Chief. The Inspection Services Division is staffed with non-sworn, civilian personnel. When needed, Ventura residents obtain fire permits and hazardous materials permits through the Fire Department.

The VFD maintains a hazardous materials response team (haz-mat team), which is handled as a collateral assignment by one of VFD's engine companies. The haz-mat team is specially trained

to respond to hazardous materials incidents with the requisite equipment, monitoring devices, and personal protection.

The VFD is staffed by 105.5 full-time employees, including 73 sworn firefighters, 3 support staff, and 29.5 employees in the Inspection Services Division. Of the 29.5 Inspection Services employees, 12 are primarily responsible for enforcing the Fire Code. The remaining 17.5 are primarily responsible for enforcing the Building Code.

The VFD has not officially adopted a standard for firefighter staffing levels; however, for jurisdictions that are comparable in size and population to the City of Ventura, staffing levels are typically about 0.98 fire fighters per 1,000 residents (Chief Mike Lavery, January 2005). The VFD is currently operating at approximately 0.69 firefighters per 1,000 residents.[1] Currently, staffing levels are stretched to provide fire protection services for today's population. Growth within the City will require additional personnel in order to meet future fire service demands (Chief Mike Lavery, January 2005).

Emergency Response. Response times vary (at least in part) according to fire personnel staffing levels, the placement of fire stations in relation to service areas, and the density/layout of land uses and development within a service area. The VFD has a response time goal of four minutes (for at least 90% of its responses); however, response times in certain areas of the City currently exceed four minutes. The Ventura Harbor area and surrounding neighborhoods, the Montalvo area, Johnson Drive/101, and the Auto Center currently do not meet VFD standards. For example, response times from Station #2 can be 10 minutes or more, especially for emergencies located at the end of Spinnaker Drive. In addition, response times from Fire Station #1 typically exceed four minutes for areas located north/northeast of the North Ventura Avenue and Seneca Drive intersection (Chief Mike Lavery, January 2005). The VFD has tentative plans to build a new fire station to serve the Ventura Harbor area. If annexation or significant development occurs North of Seneca Drive, evaluation of those development impacts on fire services will need to be undertaken.

Potential wild fire hazard areas present additional challenges to the VFD. Grass and brush, with scattered oak at lower elevations, are located on the Ventura hillsides and extend down into barrancas within the City. The general lack of rain from May to November causes this vegetation to become very dry, creating high fire hazards in the hillsides (see Figure 4.11-2). The California Department of Forestry has indicated this rating should be considered an average for the area, rather than a delineation of exact conditions. Variations in slope, weather, fuel load, aspect, elevation, and air movement may influence hazard conditions in a specific location. Risk to any individual structure also depends on factors such as access, water supply, clearance, and structural characteristics.

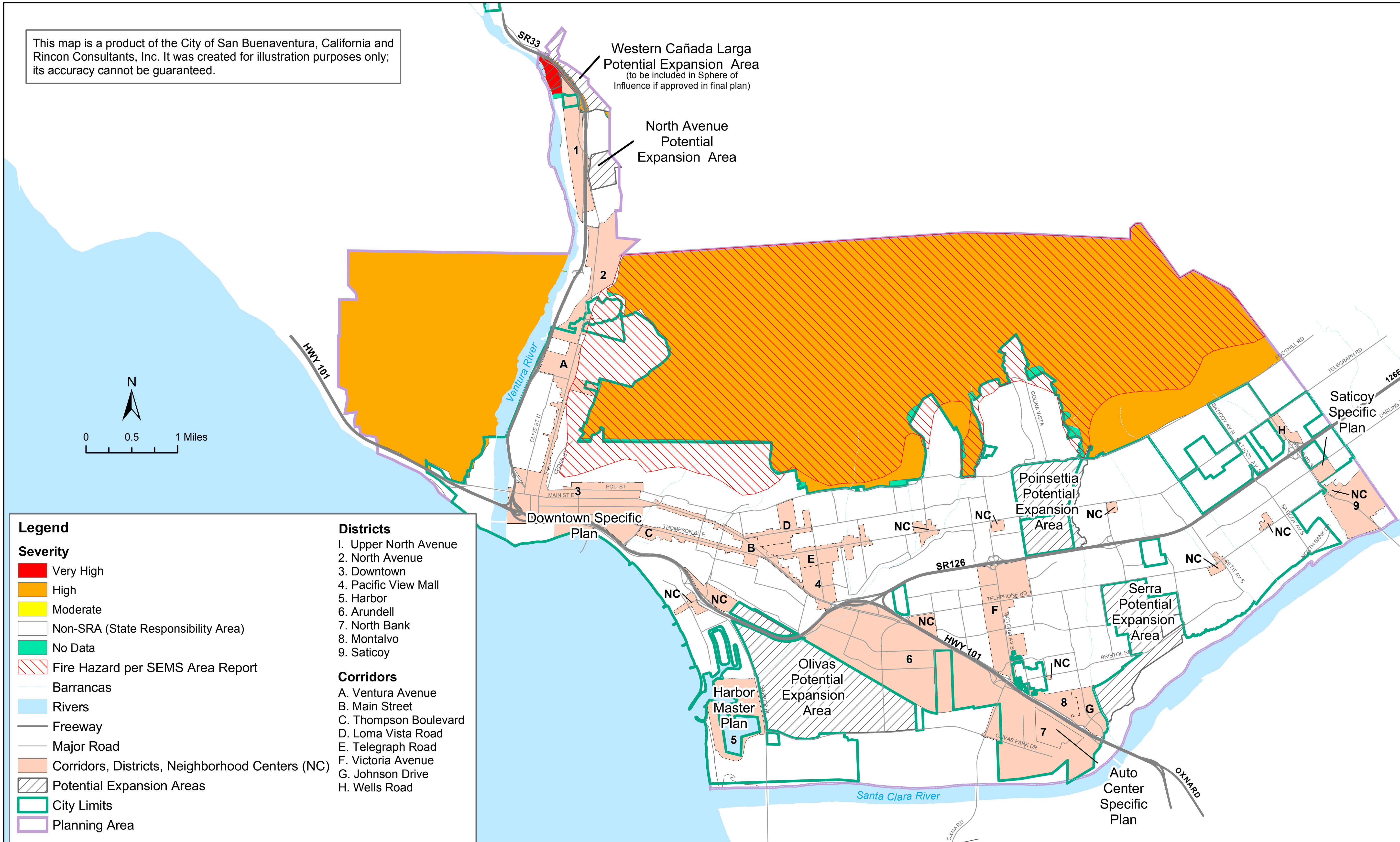
A number of residential areas in Ventura are located in, and adjacent to, the hazardous wildfire area. These include the residential developments located on and adjacent to hillsides in the Poinsettia, Arroyo Verde, Catalina, Downtown, and Ventura Avenue communities. Historical fires in the hills directly north of the City include: the 1956 Sexton Canyon Fire and the 1970

[1] Unlike the VFD, most fire protection districts do not include a building division that is responsible for enforcing the Uniform Building Code (which is typically found in public works or planning departments). As such, the 0.69 firefighters/1,000 residents ratio only includes the 73 sworn firefighters and is based on the 2004 City population of 104,952 residents.

Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.

Police and Fire Stations Figure 4.11-1

City of Ventura



Source: City of San Buenaventura, 2005, California Department of Forestry and Fire Protection, 1985, and Rincon Consultants, Inc., 2005.

Wildfire Risk Areas Figure 4.11-2

City of Ventura

Foothill Fire, which burned homes in Ventura; the 1992 Seneca Fire that originated near a west Ventura apartment complex and reached the edge of Hall Canyon, burning 529 acres; and the 1996 Poli Fire that originated near Grant Park and burned 362 acres. If a fire requires more than City resources to suppress, mutual aid agreements in effect with neighboring cities, counties, and State and Federal agencies call for additional assistance from the nearest facilities of these entities. For additional emergency response assistance, the VFD has Automatic Aid Agreements with the Ventura County Fire Protection District (VCFPD) and the Oxnard Fire Department. The VCFPD has two fire stations close to the City limits and other stations located throughout the County. The Automatic Aid Agreement, which specifies that whichever station or engine (City or County) is closest to the emergency is the first to respond, is intended to ensure that Ventura residents receive the most immediate response possible in emergency situations.

The VFD participates in the County Emergency Services Special Operations component, which is responsible for countywide response to emergencies requiring technically skilled operations. Some of the specialized emergency services provided include swift water rescue and confined space rescue (as might arise from collapsed buildings, caves, trench cave-ins, etc.).

The VFD follows several safety standards and safety programs. The City Standardized Emergency Management System Multi-hazard Functional Response Plan outlines City procedure in the event of a major catastrophe, while the Hazardous Materials Response Plan sets forth the protocol for handling hazardous waste spills. The Department's Weed Abatement Program aims to reduce the risk of wildfire in vegetated hillsides and canyon areas, especially the areas north of Poli Street / Foothill Road and east of Ventura Avenue.

b. Police Protection. The City of Ventura Police Department (VPD) provides law enforcement services in the incorporated City. VPD headquarters is located at 1425 Dowell Drive. The Department also has storefronts Downtown, on the West Side, at the Ventura Mall, and in Montalvo. Although these storefronts are not staffed with dedicated police department personnel, they provide an important Community Resource through the use of community volunteers. Figure 4.11-1 shows existing police facilities in the City.

The VPD is currently budgeted for 127 sworn officers and when fully staffed, this results in an allocated level of service of about 1.21 sworn officers per 1,000 residents based on the current population of about 105,000. The Department also employs 52 civilians as support personnel. Although the existing police station is large enough to accommodate the current police force, existing facilities are operating at maximum capacity. Therefore, any significant increase in staffing levels would eventually require facility expansion (Quinn Fenwick, March 2005).

The City has not adopted a specific standard for staffing levels; however, Table 4.11-1 compares police staffing levels in Ventura to those of the cities of Santa Barbara and Oxnard for comparative purposes. As indicated, the City's ratio of police officers to population is lower than that of Santa Barbara and Oxnard.

VPD is separated into two divisions: Operations and Services. The Operations Division is comprised of patrol officers, specialty assignment officers, and Police Service Officers (PSOs), as well as a traffic division, gang enforcement unit, and school liaison office. The Services Division

Table 4.11-1
Police Officers to Population Ratios (2004)

City	Number of Officers per 1,000 residents
Ventura	1.21
Santa Barbara	1.55
Oxnard	1.40

Sources: Population--California Department of Finance, City/County Population and Housing Estimates, 1/1/2004. Police officers for Ventura—Wayne Lewis, VPD Business Services Officer (March 1, 2005). Police officers for Santa Barbara—Officer Charles McChesney (February 3, 2005). Police officers for Oxnard—Lynn Hutton, Human Resources Manager (February 3, 2005).

consists of a Detective Bureau, an Information and Technology Bureau, and a Professional Standards Bureau.

The Department is equipped with 32 patrol cars, several unmarked sedans, six motorcycles, and four K-9 units. Most police cars are outfitted with mobile data computers, cell phones, and other technological tools to assist in responding to calls for service. Response time to Class I calls (crimes in progress or alarm soundings) averages less than 6 minutes. Response times for all other calls average less than 20 minutes.

The City is divided into four geographic beats, which are created based on the number of crimes reported and calls for service within the City of Ventura. Beat 1 includes the Ventura Avenue area extending down to California Street. Beat 2 generally includes the area between California Street and Mills Road. Beat 3 generally includes the area between Mills Road and Victoria Avenue. Finally, Beat 4 generally includes the area between Victoria Avenue and the eastern city limits.

Crime Rates. Crime statistics are reported to the Federal Bureau of Investigation on a regular basis so that comparisons can be made between cities with similar characteristics. Table 4.11-2 compares Ventura's crime rate from FBI files to that of other regional cities of similar size as well as to state and national averages.

In 2003, Ventura had a crime rate of 40.3 crimes per 1,000 persons. The crime rate for the City is roughly equivalent to the City of Santa Barbara, state, and national rates, but higher than that of the City of Oxnard.

c. Public Schools. The Ventura Unified School District (VUSD) provides public educational services throughout the Ventura planning area. Figure 4.11-3 shows the locations of school facilities in the Planning Area that are operated by the VUSD. Additional educational facilities include private schools and institutions of higher learning.

Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.

Public Schools and Libraries Figure 4.11-3

City of Ventura

Table 4.11-2
Crime Rates for Various Jurisdictions

Jurisdiction	Number of Crimes per 1,000 residents
City of Ventura	40.3
City of Santa Barbara	41.2
City of Oxnard	30.7
State of California	40.0
United States	40.7

Source: FBI, Uniform Crime Reports, 2003. Crimes reported are limited to violent crimes (murder, rape, robbery, and aggravated assault) and property crimes (burglary, larceny, theft, and motor vehicle theft). White collar crimes such as forgery and identity theft are not included in the FBI Uniform Crime Reports, but are a source of crime in the City of Ventura.

VUSD boundaries extend from the Santa Clara River west to include the entire City of Ventura, north along Highway 33 to include most of the Oak View community, and west to the Santa Barbara County line. District schools are organized as kindergarten through fifth grade elementary schools, sixth through eighth grade middle schools, and ninth through twelfth grade high schools. The VUSD manages 16 elementary schools in the City (and one elementary school in Oak View), four middle schools, three high schools, one continuation high school, Opportunity and Independent Study programs, and an adult education program.

The District has divided the City into four geographic attendance areas to direct a student's progression from elementary to high school: West Side, Midtown, Montalvo, and East End. All elementary schools except one serve a specific attendance area of one or more neighborhoods; the exception is Mound School, which is a District-wide math magnet school.

Current enrollment at VUSD elementary schools is 7,729 students. The total maximum capacity of the 17 elementary schools is 8,277 students. Thus, currently Ventura's elementary schools are operating at approximately 93% capacity. Table 4.11-3 shows the enrollment statistics for each of the VUSD elementary schools.

Elementary schools in the Planning Area range in size from fewer than 300 to more approximately 600 students, and populations of elementary-aged students in neighborhoods vary. Two elementary schools — Mound and Portola — are operating above planned enrollment capacity and several schools are operating at close to full capacity. The VUSD has purchased property for a proposed West End Elementary school site at 4584 North Ventura.

The District operates four middle schools in the City. Current enrollment for the four middle schools was 4,201 students, or 86% of the total capacity of 4,858 students. Table 4.11-4 shows enrollment figures for each VUSD middle school. One of the goals in the VUSD master plan is the construction of a new middle school in the Wells Road area.

Table 4.11-3
Current VUSD Elementary School Enrollment

School	Student Enrollment	Student Capacity	Utilization
B. Reynolds	447	539	83%
Citrus Glen	546	567	96%
Elmhurst	582	590	99%
E.P. Foster	507	514	99%
Juanamaria	477	514	93%
Lincoln	265	276	96%
Loma Vista	369	404	91%
Montalvo	428	448	96%
Mound	574	585	102%
Pierpont	263	267	99%
Poinsettia	509	522	98%
Portola	534	550	103%
Saticoy	423	466	91%
Junipero Serra	538	592	91%
Sheridan Way	522	572	91%
Sunset	301	394	76%
Will Rogers	444	477	93%
Total	**7,729**	**8,277**	**93%**

Source: VUSD, "Room Use Analysis" Statistics (2005).

Table 4.11-4
Current VUSD Middle School Enrollment

School	Student Enrollment	Student Capacity	Utilization
Anacapa	1,079	1,090	99%
Balboa	1,380	1,582	87%
Cabrillo	1,026	1,246	82%
De Anza	716	940	76%
Total	**4,201**	**4,858**	**86%**

Source: VUSD, "Room Use Analysis" Statistics (2005).

Unlike the elementary schools, the West Ventura middle school (De Anza) currently has sufficient space, but there is a need for a fifth middle school to serve other portions of the City. At the time it was built, Balboa was near the eastern edge of the City. However, the construction of new housing east of the school has led to high enrollment and a very large attendance area. Some students living close to Balboa are bused to Anacapa, which in turn results in some students living close to Anacapa being bused to Cabrillo. A cap of 1,000 students for a middle school has been recommended and endorsed by the Long Range Plan Committee, with a preferred size of 850-900 students. According to the District, a new middle school in eastern Ventura would balance enrollment geographically and eliminate some lengthy bus rides for students.

The VUSD manages three non-continuation high schools in Ventura. Enrollment for the 2004 school year was 5,267 students for the three high schools, or 94% of total capacity (5,586 students). Table 4.11-5 shows enrollment figures for each VUSD high school. Foothill Technology High School, which opened in 2001 to emphasize development of technology and health related skills, has eased crowding at Buena and Ventura High Schools.

Table 4.11-5
Current VUSD High School Enrollment

School	Student Enrollment	Student Capacity	Utilization
Buena	2,245	2,275	99%
Foothill Technology	924	884	96%[a]
Ventura	2,098	2,427	86%[a]
Total	**5,267**	**5,586**	**94%**

Source: VUSD, "Room Use Analysis" Statistics (2005).
[a]Maximum potential capacity at 110% of target.

The VUSD offers several special programs. Pacific Continuation High School occupies a former elementary school in central Ventura at 501 College Drive. Pacific Continuation had a 2004 school year enrollment of 218 students, or 77% of its 282 student capacity. Secondary alternative schools at Buena and Ventura High Schools, as well as the Opportunity Program and the Independent Study Program at the Pacific Continuation High School, enable students to make up units, get extra help, and transfer back to the mainstream schools. The current enrollment at the Adult Education Facility at the intersection of Valentine Road and Sperry Avenue is 3,160 students (Jorge Gutierrez, March 2005).

d. Community Libraries. The Ventura County Library Services Agency is currently organized as a special district county library. Revenue from the property tax supplies the majority of the income for the County Library. In addition, a portion of the City's general fund is contributed to the County Library Services Agency and is used to finance improvements to library facilities and services.

Three public libraries are located in Ventura and are a part of the Ventura County library

system: E.P. Foster, H.P. Wright, and Avenue Libraries. The characteristics of the three libraries are summarized in Table 4.11-6.

Table 4.11-6
Public Library Statistics

Library	Cardholders	Book Circulation	Hours Open Weekly	Facility Size (square feet)
E.P. Foster	29,110	169,598	54	33,000
H.P. Wright	28,317	201,227	39	12,000
Avenue	5,102	17,634	25	3,000

Source: Starrett Kreissman, Director, Ventura County Library System, personal communication, 1/21/05.

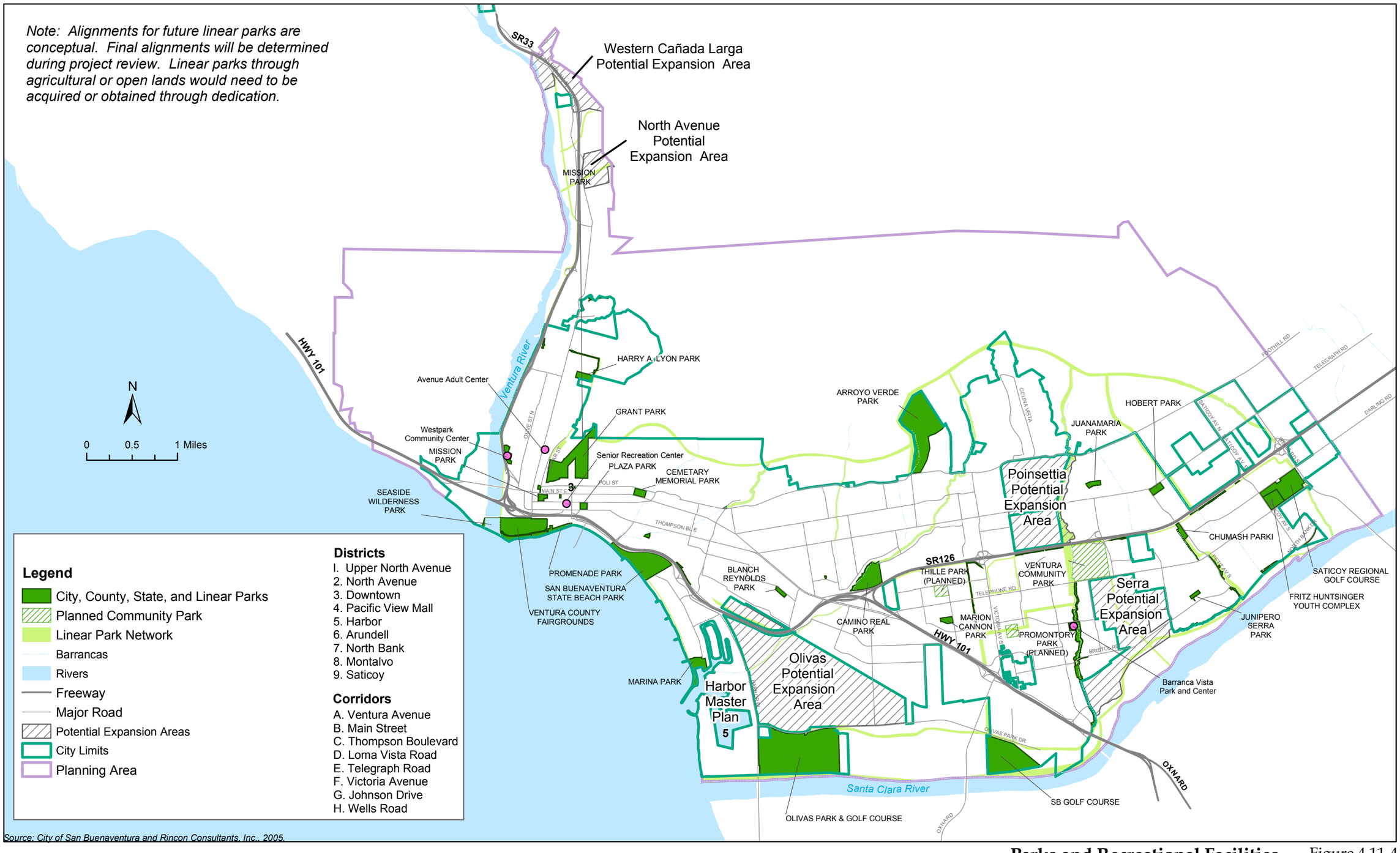
Located Downtown, E.P. Foster Library is open 54 hours per week. As of January 2005, the E.P. Foster Library had an estimated 29,110 cardholders. Based upon the most current circulation figures available, E.P. Foster Library has an annual circulation of 169,598 books. H.P. Wright Library on the Ventura College campus (a City-owned facility operated by the County on Ventura County Community College District leased land) is open 39 hours per week. H.P. Wright currently has an estimated 28,317 cardholders and an annual circulation of 201,227 books. Located on the West Side of Ventura, the Avenue Library is open 25 hours per week. The Avenue Library currently has an estimated 5,102 cardholders and had an annual circulation of 17,634 books.

e. Recreation. The Ventura recreation system includes 27 City parks, a linear park system, beaches, special recreation facilities and programs, community-wide activities, and senior services. Park and recreational facilities in the City are shown on Figure 4.11-4.

Park Standards. State and national organizations and government agencies have established a range of definitions and standards for provision of park and recreation areas and facilities based on type, size or area, access and site development. State and federal financial assistance is often predicated on the development of specific local criteria. Such standards represent a long-range measure for provision of a complete park and recreation system. The use of standards as reference measures does not imply that park acreage must necessarily be met entirely by City-owned facilities. In addition to recreation areas under City jurisdiction, substantial acreage within or adjacent to the Planning Area is held by public schools or county and state parks.

Park standards in the current Comprehensive Plan are principally derived from the National Parks and Recreation Association, statewide or other local jurisdictions. These standards are used as measures to determine the overall sufficiency of existing facilities in the City of Ventura, and as guidelines to plan for the needs of the future population. Table 4.11-7 shows that the City has adopted higher standards than those set forth by the National Recreation and Park Association.

Note: Alignments for future linear parks are conceptual. Final alignments will be determined during project review. Linear parks through agricultural or open lands would need to be acquired or obtained through dedication.



Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.

Parks and Recreational Facilities Figure 4.11-4

City of Ventura

Table 4.11-7
Park Standards per 1,000 Population

Park Type	Standard (acres per 1,000 population)	
	City of Ventura	National Park and Recreation Association
Neighborhood	2	1.5
Service Area	3	2
Citywide	5	5
Total	10	8.5

Sources: City of Ventura, Comprehensive Plan, 1989 and www.nrpa.org.

City Parks. The City of Ventura public park system includes neighborhood parks, service area parks, citywide parks, and a linear park system. Existing City park facilities are listed in Tables 4.11-8 and 4.11-9. With the new Ventura Community Park, the City operates about 856 acres of park facilities, or about 8 acres per 100,000 residents. A discussion of the various types of facilities follows.

Neighborhood Parks. A neighborhood park is a small park (preferably a minimum of five acres), which serves a specific neighborhood within a planning community. The City's neighborhood park standard is 2 acres of parkland for every 1,000 people. Provision of neighborhood parks close to the user population is an ongoing City objective. These types of facilities are currently available to residents in many City neighborhoods, though neighborhood parks are lacking in portions of West Ventura, Midtown, the Ventura College area, and the Wells/Saticoy area. As shown in Table 4.11-8, there are 18 neighborhood park sites in the City, totaling about 73 acres.

Service Area Parks. Service area parks are intended to provide opportunities and facilities of a special nature to a broad segment of the population. Service area parks preferably have a minimum size of 35-40 acres, although unique features or developments may be more important to a service area park than size alone. The City's standard for service area parks is 3 acres per 1,000 population. Amenities within may include athletic fields, courts, recreation buildings, preschool and youth play apparatus, group and individual picnic areas, and landscaped areas for informal activities and passive use. Six existing sites totaling about 95 acres currently serve service area park functions.

The City's service area park acreage will be substantially increased by the full construction of the new Ventura Community Park. In March 1998, the City selected Thille Ranch, a 100-acre site at the intersection of Telephone Road and Kimball Road, for the development of a community park. Plans for the park include a community center, gymnasium, aquatics center, police storefront, and fire station. The park will also include areas for passive and active recreation, as well as permanent, indoor/outdoor sports fields and courts. These facilities will be able to accommodate informal community use, in addition to organized league practice and

Table 4.11-8
City Park Facilities

Park	Park Size (in acres)				
	Neighborhood Park Use	Service Area Park Use	Citywide Park Use	Special Use	Total
Albinger Archaeological Museum				0.93	0.93
Arroyo Verde Park	2.00	23.00	104.27		129.27
Barranca Vista Park	8.74				8.74
Blanche Reynolds Park	3.35				3.35
Buenaventura Golf Course				98.90	98.90
Camino Real Park	8.21	30.00			38.21
Cemetery Memorial Park	7.09				7.09
Chumash Park	6.08				6.08
Community Park[1]		50.0	50.0		100.0
Downtown Mini-Park	0.37				0.37
Eastwood Park				0.73	0.73
Fill Park[2]	5.0				5.0
Fritz Huntsinger Youth Sports Complex	4.32	14.00			18.32
Grant Park			107.29		107.29
Harry A. Lyon Park		10.66			10.66
Hobert Park	7.05				7.05
Juanamaria Park	5.00				5.00
Junipero Serra Park	2.72				2.72
Marina Park	4.00	11.26			15.26
Marion Cannon Park	5.00				5.00
Mission Park	1.47				1.47
Montalvo Park[2]	5.0				5.0
Ocean Avenue Park	1.32				1.32
Olivas Adobe Historical Park				22.50	22.50
Olivas Park Golf Course				184.29	184.29
Ortega Adobe Historic Residence				0.28	0.28
Plaza Park	3.67				3.67
Promenade Park	1.00				1.00
Seaside Wilderness Park				20-24 [3,4]	20-24
Surfers Point at Seaside Park				3.42 [3]	3.42
Ventura Community Park[3]		50.00	50.00		
Westpark	1.50	5.82			7.32
Total	**82.89**	**144.74**	**261.56**	**331.05-335.05**	**820.24-824.24**

Sources: City of Ventura, Parks and Recreation Element and Workbook, 1989 and Community Services Department, 2002
Note that several parks are listed in more than one category, as they serve a variety of functions. This table reflects an estimate of the acreage of such facilities that is dedicated to each specific function..
[1] The Community Park is not operational yet, but upon completion, will serve both Service Area and Citywide park functions. Half of the 100-acre site was assumed to serve each function.
[2] The anticipated completion date of the Fill and Montalvo Parks is projected to be in 2005-2006.
[3] Acreage dependent upon mean high tide line of the Pacific Ocean.
[4] Acreage is variable because 65% of the area is located in the Ventura River bed.

Table 4.11-9
City-Owned Linear Parks

Park Name	Acres	Facilities Provided
Antelope Linear Park	0.70	Bike Path, Greenbelt
Arundell Linear Park	1.05	Bike Path, Greenbelt
Aurora Drive Linear Park	1.40	Bike Path, Greenbelt
Belaire Linear Park	1.50	Open Space, Walking Paths, Greenbelt, Tot Lot
Bristol Bay Linear Park	4.00	Bike Path, Greenbelt, Fence
Brock Linear Park	2.50	Bike Path, Greenbelt, Picnic Tables
Cherrie Linear Park	0.81	Phase 1 under construction
Chumash Linear Park	1.50	Bike Path, Greenbelt
County Square Linear Park	5.40	Bike Path, Greenbelt
Kindercare Linear Park	0.20	Bike Path, Greenbelt
LDS Linear Park	0.20	Bike Path, Greenbelt
Webster Linear Park	3.38	Bike Path, Greenbelt
Cyprus Point Linear Park	4.25	Bike Path, Greenbelt
Rancho Ventura Linear Park	2.00	Bike Path, Greenbelt
Riverview Linear Park	2.40	Bike Path, Greenbelt, Bike Racks, Fence, Benches, Drinking Fountains, Litter Containers
North Bank Greens Linear Park	0.55	Bike Path, Greenbelt, Fence
North Bank Linear Park	--	Bike Path, Bike Rack, Tables, Fence, Litter Containers
Stonehedge Linear Park	2.00	Bike Path, Greenbelt, Fence
Strathmore Linear Park	2.00	Bike Path, Greenbelt, Tot Lot, Picnic Tables, Benches, Basketball Court, Fence
Todd Ranch	1.00	Bike Path, Fence
Henderson Linear Park	2.50	Bike Path, Greenbelt, Litter Containers, Benches
Woodside Linear Park	4.00	Bike Path, Greenbelt, Fence
Weston Linear Park	2.56	Bike Path, Greenbelt, Litter Containers, Lights, Fence
Saticoy Linear Park	--	Bike Path
Total	**45.90**	

Source: City of Ventura, Linear Parks Inventory, 2001.

tournament games.

Citywide Parks. A citywide park is an area or facility that offers recreational opportunities of such a variety that it attracts a wide range of local age groups and interests from inside and outside the City. Citywide parks are usually at least 100 acres in size, and the City standard is 5 acres per 1,000 residents. Citywide parks often feature large open space areas or unique natural or cultural areas, as well as group picnic areas, interpretive centers, riding, bicycling and hiking trails, formal sports facilities, and other unique features. Citywide parks

allow for the preservation of quality leisure spaces, and efforts are made to include large scenic open spaces, where possible. Two existing sites in Ventura – Arroyo Verde Park and Grant Park - serve as citywide parks. The Ventura Community Park will also serve citywide park functions.

Special Use Facilities. The City has not adopted specific standards for special use facilities, but operates eight such facilities totaling just over 330 acres. These facilities provide unique amenities that permit a single or specialized recreational activity. Special use facilities include two golf courses, the Seaside Wilderness Park, the Olivas Adobe Historical Park, and the Albinger Archaeological Museum.

Linear Parks. The City has not adopted specific standards for linear parks; however, such facilities can serve many of the functions of both neighborhood and service area parks. Since 1974, with the adoption of a Linear Park System depicted on Land Use and Circulation Plan maps, it has been the City's intent to create a linear park around the perimeter of the City that preserves public access and vistas. This network of greenways and barrancas in the City provides natural recreational opportunities for Ventura pedestrians. Linear parks are also a valuable component of the alternative transportation system as they include trails and bikeways for commuting and recreation. As shown in Table 4.11-9, the 24 linear park facilities total about 46 acres. The linear park system includes such features as bike paths, greenbelts, picnic tables, and tot lots.

Resources available for constructing the linear park and trail system are acquired through conditions placed on developers who plan to build in areas within the linear park network.

Beaches & Other Non-City Special Use Recreational Facilities. In addition to City-owned parks, a number of other recreational facilities are available within the planning area. Foremost among these are the seven miles of beach that line the western boundary of the City. Although not owned by the City, the waterfront open space provides valuable recreational opportunities for Ventura residents. Other non-City facilities include the County Fairgrounds and the Saticoy Regional Golf Course. In addition, the Ventura Unified School District and Ventura College have joint-use agreements with the City so that residents have access to their sports fields, pools, and gymnasiums after school hours. Table 4.11-10 lists non-City recreational facilities that are available to community residents.

Special use facilities, parks within the Planning Area belonging to other jurisdictions, and state beach property outside the City limits help make up for the shortage of park area in Ventura. While these facilities meet some citywide needs, they are not considered as contributors to citywide park acreage.

Park Funding. The development of parks is funded through various fee programs on new development in the City. Quimby fees are charged on all single family and condominium developments. Service Area Park Fees are charged on all new development in the City (including rental housing and non-residential development) for the development of new community facilities (such as the new community park). SIDS fees are charged on new development in the Wells/Saticoy area for the development of new facilities to offset the current deficiency of parks in that part of the Planning Area.

Table 4.11-10
Non-City Special Use Parks and Recreational Facilities

Facility Name	Acres	Ownership
Channel Islands National Park Headquarters	2.75	Federal
Emma Wood State Beach	35.87	State
Marina Beach/Cove	12.87	Ventura Port
McGrath State Beach	170.00	State
San Buenaventura State Beach Park	116.21	State
Saticoy Regional Golf Course	48.62	County
Ventura County Fairgrounds	51.96	State
Ventura College (ball fields, pool, gymnasium, track, media center)	5.00	Community College District
VUSD fields (various schools)*	156.80	Ventura Unified School District
TOTAL	**600.08**	

Sources: City of Ventura, Parks and Recreation Element and Workbook, 1989 and Community Services Department, 2002, Ventura College, 2002, VUSD, 2002.
** Acreage based on estimate of turf area at all VUSD sites.*

f. Solid Waste/Recycling. The Environmental Services Office (ESO) in the City Public Works Department manages collection and disposal of solid waste. The Office also develops methods of waste diversion. The City has a franchise agreement with Harrison Industries for residential and commercial solid waste removal. This arrangement includes curbside collection, with three residential disposal options (trash, recyclables, and yard waste), plus the "Unicycling Recycling Program" for businesses that allow bagged trash and recyclables to share a single container. An additional no-fee salvager permitting system allows other companies to collect recyclable materials from Ventura businesses.

After collection, waste is sorted at the Gold Coast Material Recovery Facility and Transfer Station. What cannot be recycled is sent to landfills. In 2003, the City of Ventura produced approximately 143,584 tons of waste that was sent to landfills and diverted approximately 224,579 tons. The majority of Ventura's non-recycled waste (88.1%) goes to Toland Road Landfill, while approximately 10.5% is sent to the Simi Valley Landfill. The remaining approximately 1.4% is shipped to either the Azusa Land Reclamation Company, Inc., Chiquita Canyon Sanitary Landfill, and Nu-Way Live Oak Landfill (Joe Yahner, January 2005). The Toland Road Landfill, which is operated by the Ventura Regional Sanitation District, has a permitted throughput of 1,500 tons of waste per day. Current throughput ranges from about 1,200-1,400 tons per day. The landfill's total permitted capacity is 30 million cubic yards of waste, and it is projected to reach capacity in 2027. The Simi Valley Landfill, which is operated by Waste Management of California, has a permitted throughput of 3,000 tons of waste per day, and a current maximum daily throughput of about 2,750 tons per day. The total permitted capacity is 43.5 million cubic yards, and the landfill is projected to reach capacity in 2022. Table 4.11-11 compares maximum daily capacity and current throughput at the Toland Road and Simi Valley landfills.

Table 4.11-11
Maximum Daily Capacity and Current Daily Throughput at Area Landfills

Landfill	Permitted Daily Capacity (tons)	Maximum Daily Throughput (tons)	Available Daily Capacity (tons)
Toland Road	1,500	1,400	100
Simi Valley	3,000	2,750	250
Total	**4,500**	**4,150**	**350**

The current daily waste that reaches the Toland Landfill ranges from 1,200 to 1,400 tons/day, Monday through Saturday (Gary Haden, personal communications, 1/24/04); therefore, 1,400 tons/day was assumed as a worst case scenario. The Simi Valley Landfill currently accepts an average of approximately: 2,750 tons/day, Monday through Friday; 1,200 tons/day on Saturday; and, 20 tons on one Sunday per month (Scott Tignac, personal communications, 1/24/04); therefore, 2,750 tons/day was used to assess project impacts under a worst case scenario.

State law requires cities to divert at least 50% of the solid waste they generate from landfills through source reduction, reuse of materials, and recycling. The ESO has initiated a series of projects that have resulted in a comprehensive waste reduction and recycling program. Each year, the amount of waste diverted from local landfills has increased. In 2003, the City of Ventura achieved a 61% diversion rate.

ESO provides several household hazardous waste disposal and recycling options for residents and small businesses. In the 2003-2004 period, Gold Coast Recycling and ESO programs collected a total of 250,721 pounds of household hazardous waste and used oil. Gold Coast Recycling collected approximately 71,778 tons of household hazardous wastes, while paint stores collected approximately 45,900 tons of paint and ESO Household Hazardous Waste Events collected approximately 98,333 tons of household hazardous wastes. Finally, oil centers collected approximately 34,710 tons of used oil. Household hazardous waste collection programs are funded by California Assembly Bill 939 (AB 939) funds that are paid by customers to E.J. Harrison and then distributed to the City (Joe Yahner, January 2005).

ESO is currently constructing a new household hazardous waste facility that is anticipated to be in operation by May 2005. Currently, ESO provides four household hazardous waste collection events per year. Upon completion of the new facility, ESO household hazardous waste collection events are anticipated to increase to 11 events per year (Joe Yahner, January 2005).

4.12.2 Impact Analysis

a. Methodology and Significance Thresholds. The following thresholds have been used to determine the impacts to fire protection services, police protection services, public schools, libraries, recreation, and solid waste disposal.

The 2005 General Plan would result in potentially significant impacts relating to public services if development accommodated under any of the General Plan land use scenarios would:

- *Involve substantial adverse physical impacts associated with provision of new or physically altered governmental facilities*
- *Create 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.*
- *Directly remove or otherwise adversely affect the operation of an existing or planned park or recreational facility*
- *Increase the use of existing parks and recreational facilities such that substantial physical deterioration would occur or be accelerated. The potential for physical deterioration of existing parks may be considered substantial if the amount of new parkland in the City is insufficient to meet the projected demand associated with projected population growth (based on the current City standard, park demand is 10 acres per 1,000 new residents).*
- *Require the construction or expansion of parks or other recreational facilities that might have adverse effects on the environment*
- *Generate an increase in solid waste that exceeds the capacity of the current and planned solid waste disposal facilities serving the City. Impacts are also considered significant if the amount of solid waste generated by new development that is diverted from landfills is projected to be less than the State-mandated 50% diversion rate.*

With respect to school enrollment, impacts associated with new development would be considered significant if it is anticipated that individual developers would not pay State-mandated school impact fees (pursuant to Section 65995(h) of the California Government Code [Senate Bill 50, chaptered August 27, 1998], the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization")

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of impacts for each of the EIR scenarios. A detailed discussion of each environmental impact follows.

Impact PS-1	**Development under any of the 2005 General Plan land use scenarios would increase the City's population and density of development, and introduce new development into high fire hazard areas. This would increase demand for fire protection services and potentially create the need for new fire protection facilities. With proposed General Plan policies, impacts for Scenario 1 are Class III, *less than significant*. Impacts for Scenarios 2-6 are considered Class II, *significant but mitigable.***

The 2005 General Plan includes the following policies that address fire protection service:

Policy 7C *Optimize firefighting and emergency response capabilities.*

Summary Comparison of Impacts for EIR Scenarios

Impact	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Fire Protection (Impact PS-1)	30 new firefighters needed to alleviate current deficiencies; one to two new fire stations and 9 to 18 new firefighters needed to serve the Ventura Harbor and Ventura Avenue areas; limited new development introduced adjacent to high fire hazard areas. With proposed General Plan policies and actions, impacts are Class III, less than significant.	30 new firefighters needed to alleviate current deficiencies; nine new firefighters and a new fire station needed in Ventura Harbor area to serve Harbor and Olivas areas; nine new firefighters and a new fire station needed in North Avenue area to serve North Avenue expansion area; relocation of Station 4 would provide adequate service in Serra expansion area. Impacts are Class II, significant but mitigable.	Impacts similar to Scenario 2 and Class II, significant but mitigable.	Same new facilities needed as under Scenario 2; relocation of Station 4 would provide adequate service in Serra expansion area. Impacts are Class II, significant but mitigable.	Same new facilities needed as under Scenario 2; new station in North Avenue area would provide adequate service to the Western Cañada Larga expansion areas. Impacts are Class II, significant but mitigable.	Same new facilities needed as under Scenario 2. In addition, Station 3 may need to be relocated east of Victoria Avenue to serve the Poinsettia expansion area. Impacts are Class II, significant but mitigable.
Police Protection (Impact PS-2)	An additional 26 police officers needed to maintain current officers-residents ratio in 2025. New or expanded police facilities needed since the current headquarters is at capacity; Downtown storefront station also needed. Impacts are Class II, significant but mitigable.	An additional 34 police officers needed to maintain current officers-residents ratio in 2025. New or expanded police facilities facilities since the current headquarters is at capacity; Downtown storefront station also needed. Impacts are Class II, significant but mitigable.	Impacts similar to Scenario 2 and Class II, significant but mitigable.	Impacts similar to Scenario 2 and Class II, significant but mitigable.	Impacts similar to Scenario 2 and Class II, significant but mitigable.	Impacts similar to Scenario 2 and Class II, significant but mitigable.
Schools (Impact PS-3)	An estimated 3,486 new VUSD students projected by 2025 under this scenario. Based on	An estimated 4,620 new VUSD students projected by 2025 under this scenario.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Student generation and future school needs similar to Scenario 2. Impacts	Impacts similar to Scenario 2 and Class III, less than significant.

Summary Comparison of Impacts for EIR Scenarios

	Department of Education criteria, 2-3 new elementary schools needed and possibly a new middle school and new high school. Payment of State-mandated fees reduces impacts to Class III, less than significant, per State law; nevertheless, limited available land for new schools may necessitate condemnation of property for new school sites and/or more intensive use of existing facilities.	Based on Department of Education criteria, 4-5 new elementary schools needed and possibly a new middle school and new high school. Payment of State-mandated fees reduces impacts to Class III, less than significant, per State law. Expansion area acreage is sufficient to provide schools to meet expansion-related demand and partially offset demand related to intensification/reuse.			are Class III, less than significant, per State law. However, expansion areas do not provide sufficient acreage for school facilities that meet the needs of expansion-related student population growth.	
Libraries (Impact PS-4)	An additional 78,153 square feet of library facilities needed to achieve desired 1 square foot/capita ratio in 2025. Funding needed for new facilities, but facilities could likely be provided without significant environmental effects. Impacts are Class III, less than significant.	An additional 85,160 square feet of library facilities needed to achieve desired 1 square foot/capita ratio in 2025. Funding needed for new facilities, but facilities could likely be provided without significant environmental effects. Impacts are Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.
Solid Waste (Impact PS-5)	Projected growth would increase solid waste sent to landfills by an estimated 84 tons per day by 2025. This is within the current available daily capacity, but area landfills are	Projected growth would increase solid waste sent to landfills by an estimated 110 tons per day by 2025. This is within the current available daily capacity, but area	Impacts similar to Scenario 2 and Class I, unavoidably significant.	Impacts similar to Scenario 2 and Class I, unavoidably significant.	Impacts similar to Scenario 2 and Class I, unavoidably significant.	Impacts similar to Scenario 2 and Class I, unavoidably significant.

Summary Comparison of Impacts for EIR Scenarios

	projected to close in the 2022-2027 time period. Absent an alternative means/location for disposing of waste, impacts are Class I, unavoidably significant.	landfills are projected to close in the 2022-2027 time period. Absent an alternative means/location for disposing of waste, impacts are Class I, unavoidably significant.				
Recreation/Parks (Impact PS-6)	Projected population growth would generate demand for 212 acres of new parks by 2025 based on 10 acres/ 1,000 residents standard. Continued collection of required park fees and requirement of land dedication for parks could reduce impacts to Class III, less than significant. However, parks in older areas of the City (Downtown, Ventura Avenue corridor, Midtown area) where available land is lacking and population growth is projected may experience shortages of neighborhood parks absent land dedication with larger projects. Large sites to accommodate citywide park facilities are also lacking under this scenario.	Projected population growth would generate demand for 282 acres of new parks by 2025 based on 10 acres/1,000 residents standard. Continued collection of required park fees and requirement of land dedication for parks could reduce impacts to Class III, less than significant. Expansion areas provide sufficient acreage to meet 2025 demand for all types of facilities.	Impacts similar to Scenario 2 and Class III, less than significant.	Park demands in 2025 similar to Scenario 2. Continued collection of required fees and requirement of land dedication for parks could reduce impacts to Class III, less than significant. Expansion areas provide sufficient acreage to meet expansion-related demand and partially offset demand related to intensification/ reuse.	Park demands in 2025 similar to Scenario 2. Continued collection of required park fees and requirement of land dedication for parks could reduce impacts to Class III, less than significant. However, expansion areas do not provide sufficient acreage to meet expansion-related demand.	Park demands in 2025 similar to Scenario 2. Continued collection of required park fees and requirement of land dedication for parks could reduce impacts to Class III, less than significant. Expansion areas provide sufficient acreage to meet expansion-related demand and partially offset demand related to intensification/ reuse.

Action 7.12 *Refer development plans to the Fire Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance.*

Action 7.13 *Resolve extended response time problems by:*

- *Adding a fire station at the Pierpont/Harbor area,*
- *Relocating Fire Station #4 to the Community Park site,*
- *Increasing firefighting and support staff resources, and*
- *Reviewing and conditioning annexations and development applications, and*
- *Requiring the funding of new services from fees, assessments, or taxes as new subdivisions are developed.*

Table 4.11-12 compares population increases and the increase in demand for facilities and firefighting personnel needed in order to maintain an adequate emergency response time of four minutes for Scenarios 1-6. As discussed in the *Setting*,. the City has not officially adopted a standard for firefighter staffing levels; however, for jurisdictions that are comparable in size and population to the City of Ventura, staffing levels are typically about 0.98 fire fighters per 1,000 residents which would indicate current staffing deficiencies of 30 firefighters. Facility and staffing levels are based on achieving the desired four-minute response time, which varies (at least in part) according to fire personnel staffing levels, the placement of fire stations in relation to service areas, and the density/layout of land uses and development within a service area. Impacts associated with each scenario are discussed below.

Table 4.11-12
Projected Increase in Demand for Firefighting Personnel and Facilities[a]

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Current Staffing	73	73	73	73	73	73
Current Staffing Deficiencies	30	30	30	30	30	30
New Staff needed for anticipated growth.	9-18	27	27	27	27	27
Total Staff Needed in 2025 to Maintain Desired Staffing Ratio[b]	**112-121[c]**	**130**	**130**	**130**	**130**	**130**
Existing Facilities	6	6	6	6	6	6
Needed New Facilities	1-2	2	2	2	2	2
Total Facilities Needed in 2025	**7-8**	**8**	**8**	**8**	**8**	**8**

[a] Staffing levels are based on the number of sworn firefighters and do not include Inspection Services' employees (cf setting discussion above). Facilities are measured in terms of number of fire stations.
[b] This analysis is based on a desired staffing ratio of 0.98 firefighters/1,000 residents.
[c] Approximately 121 firefighters would be required to achieve the desired staffing ratio; however, the actual number of new firefighters that would be hired would be based on whether or not an additional fire station is built in the North Ventura Avenue area under Scenario 1. Please see the Scenario 1 impact analysis below for a more detailed discussion of the requisite number of new fire stations and firefighters required under Scenario 1.

Scenario 1 – Intensification/Reuse Only

As shown in Table 4.11-12, there are currently 73 sworn firefighters and six fire stations serving the City. Scenario 1 would not include any expansion areas, but the addition of an estimated 21,201 new residents would require additional fire protection facilities and fire stations.

As discussed in the Setting, the VFD plans to relocate Fire Station #4 from its current location at 8303 Telephone Road to the Community Park property located at the corner of Telephone Road and Kimball Road in order to better serve the fire protection needs of Fire Sector #4. With this relocation, adequate fire protection service could be provided in all portions of Fire Sector #4. Neither the Ventura Harbor area nor areas along North Ventura Avenue currently falls within the VFD's desired four-minute response time. Two new fire stations—one to serve the Harbor area and one to serve the North Ventura Avenue area—would be needed to achieve the desired response time for these areas. The VFD has tentative plans to construct a new fire station in the Harbor area and General Plan Action 7.13 calls for a new station in this area; therefore, the new fire station is expected to be added in this area. The need for a new fire station within the North Ventura Avenue area under Scenario 1 would be based on the actual intensity of development that occurs within this area over the next 20 years. As stated above, currently response times for much of the North Ventura Avenue area exceed the desired four-minute response time; intensification of development—especially in the northern region of the North Ventura Avenue area—would most likely require the construction of a new fire station to serve this area.

As stated above, approximately 30 new firefighters are currently required to alleviate current staffing deficiencies and achieve the desired 0.98 firefighters/1,000 residents ratio. In order to adequately staff the new fire station and serve the Harbor area, an estimated nine new firefighters would be required; if an additional fire station is built to serve the North Ventura Avenue area, an additional nine firefighters would be required (Chief Mike Lavery, January 2005), thus resulting in a total of 121 firefighters or approximately 0.97 firefighters/1,000 residents.

Although an exact location for the new fire station to serve the Harbor area has not been identified, given the availability of land within this area, the construction of the new fire station would most likely occur adjacent to the Harbor along Harbor Boulevard. Similarly, a new fire station would most likely be built within the North Ventura Avenue corridor to serve this area. Funding sources for the new personnel and new facilities would be required, as well as site- and project-specific environmental review once project sites are identified for new facilities. It is anticipated that the new stations could be constructed without creating significant environmental effects.

Scenario 1 also could accommodate (under existing zoning and 1989 Comprehensive Plan land use designations) limited residential development above Foothill Road. Development in hillside areas could introduce new residences that would be located within, or directly adjacent to, high fire hazard areas. General Plan Action 7.12 would reduce potential impacts to a less than significant level through VFD review of development proposals in areas subject to wildland fire hazards. Potential secondary biological impacts associated with any clearance or setback requirements would be addressed through implementation of various policies and actions, as discussed in Section 4.4, *Biological Resources*.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Impacts relating to intensification and reuse would be the same as those of Scenario 1. In addition, this scenario includes the possible future development of the North Avenue, Olivas, and Serra expansion areas. A discussion of possible impacts associated with the development of these areas follows.

New development within the North Avenue expansion area would be outside the City's four minute response time within this area. Development of the North Avenue expansion area would also be located adjacent to a high fire hazard area. Implementation of General Plan Action 7.12 would ensure that adequate wildland fire protections are incorporated into new developments. However, a new fire station would be needed to provide adequate fire response to the North Avenue expansion area.

The Olivas expansion area currently lacks adequate fire protection services. As discussed above, response times to the Harbor area can be 10 minutes or more, thereby exceeding the desired four minute response time. Development of the Olivas expansion area could introduce a mix of uses that currently lack adequate fire protection. However, as discussed under Scenario 1, the VFD has tentative plans for a new station adjacent to the Harbor and Action 7.13 calls for a new station in the Harbor area. This new station would provide adequate service to the Olivas expansion area.

Fire Station #4 would have primary responsibility for responding to calls within the Serra expansion area. Development of the Serra area could introduce a mix of new uses at a somewhat higher density than currently exists within this area. Although Fire Station #4 is adequate to serve the Serra expansion area, relocation of Fire Station #4 to the Community Park (as currently planned) would shorten response times and help better serve Fire Sector #4. Adequate fire protection service is expected to be available in this area.

As discussed under Scenario 1, an estimated nine new firefighters would be needed to staff a new fire station near the Harbor. About nine new firefighters would be needed to staff a second fire station to serve the North Ventura expansion area and surrounding areas (Chief Mike Lavery, January 2005). With 18 new firefighters to staff the new stations and correcting for the current staffing deficiencies, the VFD would have a total of approximately 130 firefighters. Based on the projected 2025 population, this would represent a ratio of 0.98 firefighters/1,000 residents. Funding sources for the new personnel and new facilities would be required, as well as site- and project-specific environmental review, once sites are identified for new facilities. It is anticipated that new facilities could be constructed without creating significant environmental effects.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Impacts relating to intensification and reuse would be the same as those of Scenario 1. In addition, Scenario 3 includes the possible future development of the North Avenue and Olivas expansion areas. As discussed under Scenario 2, the planned new fire station in the Harbor area would provide for adequate fire protection service in the Olivas area. However, the North

Avenue expansion area would be outside the four-minute response time; therefore, a new station would be needed to serve that area as well as adjacent areas.

As discussed under Scenario 1, an estimated nine new firefighters would be needed to staff a new fire station near the Harbor, while about nine new firefighters would be needed to staff a second fire station to serve the North Ventura expansion area and surrounding areas (Chief Mike Lavery, January 2005). With 18 new firefighters to staff the new stations and correcting the current staffing deficiencies, the VFD would have a total of approximately 130 firefighters. Based on the projected 2025 population, this would represent a ratio of 0.98 firefighters/1,000 residents. Funding sources for the new personnel and new facilities would be required, as well as site- and project-specific environmental review, once sites are identified for new facilities.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Impacts relating to intensification and reuse would be the same as those of Scenario 1. In addition, Scenario 3 includes the possible future development of the North Avenue and Olivas expansion areas. As discussed under Scenario 2, fire protection service is adequate for the Serra area. However, the North Avenue expansion area would be outside the four-minute response time; therefore, a new station would be needed to serve that area as well as adjacent areas.

An estimated nine new firefighters would be needed to staff the new fire station near the Harbor, while an estimated nine new firefighters would be required to provide additional staffing for a second fire station to serve the North Ventura expansion area and surrounding areas. With 18 new firefighters to staff the new stations and correcting for the current staffing deficiencies, the VFD would have a total of approximately 130 firefighters. Based on the projected 2025 population, this would represent a ratio of 0.98 firefighters/1,000 residents. Funding sources for the new personnel and new facilities would be required, as well as site- and project-specific environmental review, once sites are identified for the new facilities.

Scenario 5 - Intensification/Reuse + North Avenue + Western Cañada Larga

Impacts relating to intensification and reuse would be the same as those of Scenario 1. In addition, Scenario 3 includes the possible future development of the North Avenue and Western Cañada Larga expansion areas.

Both the North Avenue and Western Cañada Larga expansion areas are outside the desired four-minute response time for the VFD. In addition, both areas are adjacent to high fire hazard areas. General Plan Action 7.12 would ensure that adequate wildland fire protections are incorporated into new developments. However, a new fire station would be needed to provide adequate fire response to these areas.

An estimated nine new firefighters would be needed to staff the new fire station near the Harbor, while an estimated nine new firefighters would be required to provide additional staffing for a second fire station to serve the North Ventura expansion area and surrounding areas. With 18 new firefighters to staff the new stations and correcting the current staffing deficiencies, the VFD would have a total of approximately 130firefighters. Based on the projected 2025 population, this would represent a ratio of 0.98 firefighters/1,000 residents.

Funding sources for new personnel and new facilities would be required, as well as site- and project-specific environmental review, once sites are identified for the new facilities.

Scenario 6 - Intensification/Reuse + North Avenue + Poinsettia

Impacts relating to intensification and reuse would be the same as those of Scenario 1. In addition, Scenario 3 includes the possible future development of the North Avenue and Poinsettia expansion areas.

As discussed under Scenario 2, the North Avenue expansion area is outside the desired four-minute response time for the VFD. In addition, it is adjacent to high fire hazard areas. Therefore, a new fire station would be needed to provide adequate fire protection services to this expansion area.

Fire Station #3 would have primary responsibility for serving new development within the Poinsettia expansion area. Fire Station #3 is located near the Telegraph Road/Victoria Avenue intersection. The most direct response route from Fire Station #3 to the Poinsettia expansion area and development along Foothill Road would require traveling east down Telegraph Road through the Telegraph Road/Victoria Avenue intersection. With the projected increase in traffic at that intersection, the response times to the Poinsettia area and adjacent neighborhoods east of Victoria Avenue could exceed the desired four minute response time. As such, Fire Station #3 would most likely need to be relocated east of the Telegraph Road/Victoria Avenue intersection (Chief Mike Lavery, January 2005).

An estimated nine new firefighters would be needed to staff the new fire station near the Harbor, while an estimated nine new firefighters would be required to provide additional staffing for a second fire station to serve the North Ventura expansion area and surrounding areas. With 18 new firefighters to staff the new stations and correcting for the current staffing deficiencies, the VFD would have a total of approximately 130 firefighters. Based on the projected 2025 population, this would represent a ratio of 0.98 firefighters/1,000 residents. Funding sources for the new personnel and new facilities would be required, as well as site- and project-specific environmental review, once sites are identified for the new facilities.

MITIGATION MEASURES

Implementation of 2005 General Plan Action 7.13 would provide the requisite funding for new facilities and equipment needed to serve new development through 2025. Site- and project-specific environmental review would be required for new fire stations once sites for the new facilities are identified. Action 7.12 would minimize impacts associated with new development adjacent to, or within, high fire hazard areas for Scenarios 1-6. Action 7.13, which calls for a new fire station in the Harbor area, would provide for adequate fire response in the Harbor district and the Olivas expansion area. The following actions are recommended to address potential impacts relating to fire response times in the event that possible development of the North Avenue, Western Cañada Larga, or Poinsettia expansion areas is included in the General Plan.

PS-1(a) North Avenue and Western Cañada Larga Expansion Areas. The following action shall be added to the 2005 General Plan if any land use scenario that includes possible future development of the North Avenue expansion area or the Western Cañada Larga expansion area is adopted:

- *Add a fire station in the North Avenue area as determined necessary by the Ventura Fire Department. Consider an assessment district for the North Avenue area to fund a new station.*

PS-1(b) Poinsettia Expansion Area. The following action shall be added to the 2005 General Plan if any land use scenario that includes possible future development of the Poinsettia expansion area is adopted:

- *Include a fire station site in any future specific plan for the Poinsettia expansion area if determined necessary by the Ventura Fire Department.*

SIGNIFICANCE AFTER MITIGATION

With implementation of proposed policies and action items and the additional action items recommended above, impacts relating to fire protection service would be reduced to a less than significant level for Scenarios 1-6. It is anticipated that needed new facilities could be built without creating significant environmental impacts.

Impact PS-2	**Possible future development under Scenarios 1-6 would increase the City's population and density of development, thereby resulting in the need to construct new facilities in order to provide effective police protection service. Impacts would be Class II, *significant but mitigable,* for any of the six land use scenarios.**

The 2005 General Plan includes the following policies that address police service:

Policy 7D *Improve community safety through enhanced police service.*

Action 7.15 *Increase public access to police services by:*

- *Increasing police staffing to coincide with increasing population, development, and calls for service, and*
- *Increasing community participation by creating a Volunteers in Policing Program, and*
- *Requiring the funding of new services from fees, assessments, or taxes as new subdivisions are developed.*

Action 7.16 *Provide education about specific safety concerns such as gang activity, senior-targeted fraud, and property crimes.*

Action: 7.17 *Establish a nexus between police department resources and increased service demands associated with new development.*

Police protection services are not "facility-driven;" that is, police protection services are not as reliant on facilities in order to effectively patrol a beat. An expansion of, or intensification of development within, a beat does not necessarily result in the need for additional facilities if police officers and patrol vehicles are equipped with adequate telecommunications equipment in order to communicate with police headquarters. However, if the geographical area of a beat is expanded, population increases, or intensification/redevelopment of an existing beat results in the need for new police officers, new or expanded facilities could be needed.

Table 4.11-13 compares population increases and the increase in demand for additional police personnel needed to maintain the current ratio of 1.21 police officers per 1,000 residents. Impacts associated with increased demand for police protection service are discussed below.

Table 4.11-13
Projected Increase in Demand for Police Department Personnel

	Scenario 1 (Intensification/ Reuse Only)	Scenarios 2-6
Projected population increase	21,201	28,208
Additional police officers needed to maintain current 1.21 officers/1,000 residents ratio	26	34

Scenario 1 – Intensification/Reuse Only

Approximately 26 additional police personnel would be needed to maintain the current 1.21 police officers per 1,000 residents ratio with the projected increase of 21,201 new residents under Scenario 1. Implementation of General Plan Action 7.15 would provide for increased staffing as necessary to serve the community.

As the existing police headquarters is currently at maximum capacity, the addition of 26 police personnel would require either an addition/expansion of the existing headquarters or the construction of a new headquarters large enough to accommodate the projected increase in police personnel and provide effective police protection services for the entire community. Intensification and redevelopment of the Downtown area, as well as the likely increase in population in this area, would require the creation of a new beat in order to provide effective police protection service for this area (Quinn Fenwick, March 2005). Of the approximately 26 new police officers required for Scenario 1, at least six of these officers would be required to patrol the new beat created for the Downtown area. In addition, a new storefront within the Downtown area would be needed.

New development that could occur outside of the existing City limits (e.g., the Upper North Avenue, North Avenue corridors, or Saticoy corridors) would not require the construction of new facilities. However, additional telecommunications equipment (e.g., radios, cell phones, and computers) would be required to effectively patrol these areas. As the construction of new

facilities would not be required to effectively patrol these areas, impacts would not be significant.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Approximately 34 additional VPD personnel would be needed to maintain the 1.21 police officers per 1,000 residents ratio with the projected increase of 28,208 new residents under Scenario 2. Impacts relating to the intensification, redevelopment, and increase in population within the Downtown area would be the same as Scenario 1.

New development in the North Avenue, Olivas, and Serra expansion areas would not require the construction of new facilities. However, additional telecommunications equipment would be required to effectively patrol these areas (Quinn Fenwick, March 2005).

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Approximately 34 additional VPD personnel would be needed to maintain the 1.21 police officers per 1,000 residents ratio with the projected increase of 28,208 new residents under Scenario 3. Impacts relating to the intensification, redevelopment, and increase in population within the Downtown area would be the same as those of Scenario 1. Impacts from new development that could be accommodated in the North Avenue and Olivas expansion areas would be the same as those described under Scenario 2.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Approximately 34 additional VPD personnel would be needed to maintain the 1.21 police officers per 1,000 residents ratio with the projected increase of 28,208 new residents under Scenario 4. Impacts relating to the intensification, redevelopment, and increase in population within the Downtown area would be the same as those described under Scenario 1. Impacts from new development that could be accommodated in the North Avenue and Serra expansion areas would be the same as those described under Scenario 2.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Approximately 34 additional VPD personnel would be needed to maintain the 1.21 police officers per 1,000 residents ratio with the projected increase of 28,208 new residents under Scenario 5. Impacts relating to the intensification, redevelopment, and increase in population within the Downtown area would be the same as those of Scenario 1. Impacts from new development that could be accommodated in the North Avenue and Serra expansion areas would be the same as under Scenario 2. Possible new development within the Western Cañada Larga expansion area would not require the construction of new facilities. However, new telecommunications equipment would be required.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Approximately 34 additional VPD personnel would be needed to maintain the 1.21 police officers per 1,000 residents ratio with the projected increase of 28,208 new residents under

Scenario 6. Impacts relating to the intensification, redevelopment, and increase in population within the Downtown area would be the same as Scenario 1. New development in the North Avenue and Poinsettia expansion areas would not require the construction of new facilities. However, additional telecommunications equipment would be required to effectively patrol these areas.

MITIGATION MEASURES

New facilities (e.g., construction of a new storefront within the Downtown area and expansion of the existing police headquarters) would be subject to site- and project-specific environmental review and mitigation measures at such time as specific new facilities are proposed. In addition, the following mitigation measure is required.

PS-2 Police Protection Service. The following actions shall be added to the 2005 General Plan:

- *Establish a new Downtown storefront to meet the needs of the growing Downtown population*
- *Expand the Police Department headquarters as necessary to accommodate staff growth.*

SIGNIFICANCE AFTER MITIGATION

With implementation of proposed General Plan policies and actions, the above additional action items, and future site- and project-specific environmental review for the construction of new facilities, impacts relating to police protection service would be reduced to a less than significant level. It is anticipated that needed facility expansions and new facilities can be constructed with creating significant environmental effects.

Impact PS-3	**Projected enrollment growth under the 2005 General Plan would exceed the capacity of existing schools within the Ventura Unified School District, thereby creating the need to construct additional facilities. However, payment of State-mandated school impact fees is presumed to provide funding for needed new school facilities. Therefore, although available land for new schools may be limited (particularly for Scenarios 1 and 5), impacts to schools would be reduced to a Class III, *less than significant*, level for any of the six land use scenarios.**

Table 4.11-14 compares the anticipated post-project school enrollment for Scenarios 1-6, based on the existing school capacity for elementary schools, middle schools, and high schools in the Ventura Unified School District. Table 4.11-5 compares the estimated number and acreage of new schools needed to serve the projected increases in student populations at the VUSD. A discussion of impacts associated with each of the six land use scenarios follows.

Table 4.11-14
Projected School Enrollment and Capacity

Grade Level	Current Capacity	Current School Enrollment	New Students from Additional Growth Through 2025*	Projected 2025 Student Enrollment	Students Over Current Capacity	Capacity Utilization
Scenario 1						
K-5	8,277	7,729	1,826	9,555	1,278	115%
6-8	4,858	4,201	747	4,948	90	102%
9-12	5,586	5,267	913	6,180	594	111%
Scenario 1 Total	**18,721**	**17,197**	**3,486**	**20,683**	**1,962**	**110%**
Scenarios 2-6						
K-5	8,277	7,729	2,420	10,149	1,872	123%
6-8	4,858	4,201	990	5,191	333	107%
9-12	5,586	5,267	1,210	6,477	891	116%
Scenarios 2-6 Total	**18,721**	**17,197**	**4,620**	**21,817**	**3,096**	**117%**

** Calculated based upon rates of 0.22 elementary school students per unit, 0.09 middle school students per unit, and 0.11 high school students per unit. Numbers are rounded to the nearest whole number. The total increase in students is based upon the number of new dwelling units shown in Table 2-6 in Section 2.0 (approximately 8,300 units for Scenario 1 and 11,000 units for Scenarios 2-6).*

Scenario 1 - Intensification/Reuse Only

Under Scenario 1, the anticipated addition of 8,300 residential units through 2025 would generate an estimated 3,486 new students at the Ventura Unified School District. This total includes 1,826 elementary, 747 middle, and 913 high school students. With this increase in enrollment, overall enrollment would exceed the capacity of existing VUSD schools by an estimated 1,962 students.

Based on California Department of Education recommended standards, projected student growth associated with Scenario 1 would generate the need for an estimated 2-3 new elementary schools, and potentially a new middle school and high school. Overall acreage needed to accommodate new facilities would range from about 29 to 93 acres, depending primarily upon whether or not new middle or high school facilities are needed.
Pursuant to Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, pursuant to CGC §65994(h), impacts relating to school capacity would not be significant if future developers within the VUSD continue to pay State-mandated school impact fees. Site- and project-specific environmental review would be required for

Table 4.11-15
Projected School Demand

School Type	Students Over Current Capacity (from Table 4.11-14)	Students/ School[a]	New Schools Needed[a]	School Acres Needed[b]
Scenario 1				
Elementary	1,278	450	2-3	19-29
Middle	90	900	0-1	0-21
School	594	1,200	0-1	0-34
Total	**1,962**		**3-6**	**29-93**
Scenarios 2-6				
Elementary	1,872	450	4-5	38-48
Middle	333	900	0-1	0-21
School	891	1,200	0-1	0-34
Total	**3,096**		**4-7**	**38-103**

[a] Recommended school size from the California Department of Education.
[b] Total students over capacity divided by the number of students per school.
[C] Based on recommended school size from the California Department of Education: 9.6 acres for elementary schools, 20.9 acres for middle schools, and 33.5 acres for high schools.

individual school sites as they are identified in the future.

Although impacts would not be significant under CEQA, it should be noted that Scenario 1 includes only limited land that could be used for the development of new school facilities. Development of the planned West End Elementary site would partially meet the elementary school demand. However, other sites of sufficient size to accommodate new schools are designated for other uses.

One alternative to developing new schools would be to expand existing schools. Enrollment and current capacity at several VUSD schools are currently under the CDE's recommended recommended 450-student school size. However, it should be noted that the VUSD has indicated that existing playground facilities are already overused and more intensive use of facilities would exacerbate this condition. Another option would be to acquire properties that are currently designated for other uses and converting them to school sites. Depending upon owners' willingness to sell properties, this approach could require VUSD condemnation of properties to meet school needs.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Under Scenario 2, the anticipated addition of 11,000 residential units through 2025 would generate an estimated 4,620 new students at the Ventura Unified School District. This total includes 2,420 elementary, 990 middle, and 1,210 high school students. With this increase in enrollment, overall enrollment would exceed the capacity of existing VUSD schools by an estimated 3,096 students.

Based upon California Department of Education recommended standards, projected student growth associated with Scenario 2 would generate the need for an estimated 4-5 new elementary schools and potentially a new middle school and high school. Overall acreage needed to accommodate new facilities would range from about 38 to 103 acres, depending primarily upon whether or not new middle or high school facilities are needed.

As with Scenario 1, site- and project-specific environmental review would be required for individual school sites as they are identified in the future and collection of State-mandated school impact fees would reduce school capacity impacts to a less than significant level.

Scenario 2 includes the North Avenue, Olivas, and Serra expansion areas, which have a combined 1,449 acres. Based on the estimated 2,700 total new residences in the expansion areas, the expansion areas themselves would generate an estimated 594 elementary school students, 243 middle school students, and 297 high school students. The 1,449 combined acres provide sufficient land to meet demands associated with expansion and at least partially offset demands associated with intensification/reuse.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Projected VUSD enrollment increases and demand for new school facilities would be identical to those identified for Scenario 2. Site- and project-specific environmental review would be required for individual school sites as they are identified in the future and collection of State-mandated school impact fees would reduce school capacity impacts to a less than significant level.

Scenario 3 includes the North Avenue and Olivas expansion areas, which have a combined 985 acres. This acreage is sufficient to meet school acreage demands associated with expansion and at least partially offset demands associated with intensification/reuse.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Projected VUSD enrollment increases and demand for new school facilities would be identical to those identified for Scenario 2. Site- and project-specific environmental review would be required for individual school sites as they are identified in the future and collection of State-mandated school impact fees would reduce school capacity impacts to a less than significant level.

Scenario 4 includes the North Avenue and Serra expansion areas, which have a combined 511 acres. This acreage is sufficient to meet school acreage demands associated with expansion and at least partially offset demands associated with intensification/reuse.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Projected VUSD enrollment increases and demand for new school facilities would be identical to those identified for Scenario 2. Site- and project-specific environmental review would be required for individual school sites as they are identified in the future and collection of State-mandated school impact fees would reduce school capacity impacts to a less than significant level.

Scenario 5 includes the North Avenue and Western Cañada Larga expansion areas, which have a combined 176 acres, about of 146 of which are developable. This amount of acreage is not sufficient to accommodate any school facilities given that it is assumed that 2,700 residences would be built in the limited amount of land available. Thus, the expansion areas would not be able to provide schools to meet demand associated with expansion area development. Even if sufficient land were available to accommodate schools, the Western Cañada Larga area is not located adjacent to the more densely populated residential areas of the Planning Area and would not serve as a preferred location for new schools.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Projected VUSD enrollment increases and demand for new school facilities would be identical to those identified for Scenario 2. Site- and project-specific environmental review would be required for individual school sites in the future and collection of State-mandated school impact fees would reduce school capacity impacts to a less than significant level.

Scenario 6 includes the North Avenue and Poinsettia expansion areas, which have a combined 473 acres. This acreage is sufficient to meet school acreage demands associated with expansion and at least partially offset demands associated with intensification/reuse.

MITIGATION MEASURES

As discussed above, site- and project-specific environmental review would be required for schools if, or when, new sites are proposed for development in the future. As previously noted, pursuant to Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, mitigation is not required for any scenario. Nevertheless, the following is recommended.

PS-3(a) **School Coordination.** The following action should be added to the 2005 General Plan:

- Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development.

PS-3(b) **Expansion Area Schools.** The following action should be added to the 2005 General Plan if any land use scenario that includes an expansion area is adopted:

- Require expansion area specific plans to be prepared in coordination with the Ventura Unified School District and set aside land needed for new school facilities.

SIGNIFICANCE AFTER MITIGATION

Continued collection of State-mandated school impact fees would fund the construction of new school facilities that would be required to accommodate projected increases in school enrollment and would reduce school impacts to a less than significant level for any of the six scenarios. Nevertheless, it should be noted that land available for school development would be limited under Scenario 1; therefore, selection of that scenario may require intensification of the use of existing schools or VUSD condemnation of property to provide needed school facilities. In addition, the expansion areas considered for Scenario 5 (North Avenue and Western Cañada Larga) do not include sufficient acreage to provide for school facility demands generated by projected expansion area development.

Impact PS-4	**Ventura libraries are currently undersized to serve the City's existing population and, given the projected population growth rates for Scenarios 1-6, the existing library services would be inadequate to serve the future service area population. Although new facilities would be needed to meet projected demand under Scenarios 1-6, facilities could be constructed without causing significant environmental impacts. This is considered to be a Class III, *less than significant*, impact for all six scenarios.**

Table 4.11-16 compares the anticipated demand for library services for Scenarios 1-6. Project demand is measured in terms of books per capita, as well as size of facilities (in square feet) per capita. Although the Ventura County Library currently does not have an adopted standard for these two measures, two books per capita and one square foot of facilities per capita were used, as they reflect the standards used for recently approved projects within Ventura County (e.g., the Camarillo library). The needs assessment includes E.P. Foster Library, H.P. Wright Library, and Avenue Library.

It is important to note that other factors besides the number of books and size of facilities have an impact on the quality of library services. Staffing levels, computer equipment, internet access, and age of books, for example, also play a key role in the quality of library services. However, in order to assess impacts on library facilities for Scenarios 1-6, books per capita and

Table 4.11-16
Projected Demand for Library Services

	Current Books[a]	Books Needed in 2025 at 2 Books/ Capita[b]	Additional Books Required to Maintain 2 Books/ Capita	Current Facilities (square feet)[c]	Facilities Needed in 2025 to Achieve 1 Square Foot/Capita Ratio (square feet)[b]	Additional Facilities Required to Meet 1 Square Foot/Capita Ratio[d]
Scenario 1	227,565	252,306	24,741	48,000	126,153	78,153
Scenarios 2-6	227,565	266,320	38,755	48,000	133,160	85,160

[a] *Bood estimates from Starrett Kreissman, personal communication, 1/24/05.*
[b] *Based on population of 126,153 for Scenario 1 and 133,160 for Scenarios 2-6.*
[c] *Size of facilities from Starrett Kreissman, personal communication, 1/24/05.*

library facilities per capita were used as they are directly related to the need for new or physically altered facilities. A discussion of impacts for each scenario follows.

Scenario 1 – Intensification/Reuse Only

Although there is no officially adopted books per capita ratio, 2 books per capita is considered an appropriate standard for the City of Ventura (Starrett Kreissman, January 2005). With a total of 227,565 books and a population of 104,952 residents, E.P. Foster Library, H.P. Wright Library, and Avenue Library currently maintain 2.16 books per capita, thereby exceeding the 2 books per capita standard. Under Scenario 1, the projected 2025 population would be 126,153 residents. Therefore, 252,306 books would be needed to maintain 2 books per capita, which would require the acquisition of an estimated 24,741 additional books.

Similar to the books per capita ratio, there is no officially adopted facilities per capita ratio; however, one square foot per capita is considered an appropriate standard (Starrett Kreissman, January 2005). With a total of 48,000 square feet of facilities and a population of 104,952, the current ratio is 0.46 square feet of facilities per capita. In order to achieve one square foot of facilities per capita, an additional 78,153 square feet of library facilities would be required by 2025 based on the 0.88% annual population growth projection.

Additional facilities would likely be provided within already urbanized areas of the Planning Area. Options for providing additional facilities could include the leasing of existing buildings, expanding existing library facilities, and/or building new facilities, any of which could likely be implemented without creating significant environmental impacts.

Scenarios 2 – 6

Because impacts would be the same for Scenarios 2-6, these scenarios are not discussed

individually. Under Scenarios 2-6, the projected 2025 population would be 133,160 residents. Therefore, 266,320 books would be needed to maintain 2 books per capita, which would require the acquisition of an estimated 38,755 additional books.

In order to achieve one square foot of library facilities per capita in 2025, an additional 85,160 square feet of facilities would be required by 2025 based on the 1.14% annual population growth projection assumed for Scenarios 2-6. Additional facilities could be provided within already urbanized areas of the Planning Area through leasing of existing buildings, expanding existing library facilities, and/or building new facilities. Expansion areas could also be used to wholly or partially meet new library demands under any of the five scenarios. Any of the options for providing new library facilities could likely be implemented without creating significant environmental impacts.

MITIGATION MEASURES

As discussed above, Scenarios 1-6 could accommodate the construction of new library facilities without creating any significant environmental impacts. Mitigation is not needed, though increased funding of libraries would be needed if new facilities are to be developed.

SIGNIFICANCE AFTER MITIGATION

Impacts would not be significant for any of the six land use scenarios. Projected overall demand for additional library facilities and services would be greater under Scenarios 2-6 than under Scenario 1 because of the higher projected population.

Impact PS-5	**Existing landfills have adequate capacity to accommodate projected citywide increases in solid waste generation for the next 15-17 years. However, regional waste generation increases could exceed the daily capacity of area landfills. In addition, area landfills are projected to close in the 2022-2027 period; therefore, expanded or new facilities will be needed to accommodate solid waste generated in the City through 2025. Although the identification of new facilities is physically feasible, the City cannot ensure that new facilities are sited. Impacts are therefore considered Class I, *unavoidably significant*, for all six land use scenarios.**

The 2005 General Plan includes the following policies and actions related to reducing solid waste generation:

Policy 5B	*Improve services in ways that respect and even benefit the environment.*
Action 5.10	*Utilize existing waste source reduction requirements, and continue to expand and improve composting and recycling options.*
Policy 1D	*Expand the use of green practices.*
Action 1.25	*Purchase and use recycled materials and alternative and renewable*

energy sources as feasible in City operations.

Action 1.27 *Utilize green waste as biomass/compost in City operations.*

Action 1.30 *Provide information to businesses about how to reduce waste and pollution and conserve resources.*

Table 4.11-17 shows the estimated increase in solid waste generation anticipated for Scenarios 1-6. A discussion of the impacts associated with each scenario follows.

Table 4.11-17
Current and Projected Solid Waste Generation (tons per day)

	Current Citywide (2003) [a]			2025 Citywide			Projected Increase (2003-2025)		
	Tons Generated Per Day	Tons Diverted from Landfills	Tons Sent to Landfills	Tons Generated Per Day [b]	Tons Diverted from Landfills [c]	Tons Sent to Landfills [c]	Increase in Tons Per Day	Additional Tons Diverted from Landfills	Additional Tons Sent to Landfills
Scenario 1	1,009	616	393	1,224	747	477	215	131	84
Scenarios 2-6	1,009	616	393	1,291	788	503	282	172	110

[a] *From Gary Haden, City of Ventura Environmental Services Office, personal communication, 1/24/04.*
[b] *Based on the current per capita rate of 0.0096 tons/person/day applied to the projected population of 126,153 (Scenario 1) and 133,160 (Scenarios 2-6).*
[c] *Assumes the City's 2003 diversion rate of 61%.*

Scenario 1 – Intensification/Reuse Only

Under Scenario 1, daily citywide solid waste generation is projected to increase by about 215 tons per day by 2025. Assuming that the current 61% diversion rate is maintained, 39% of this total, about 84 tons per day, would be sent to area landfills. This is within the 350-ton combined currently available capacity at the Toland Road and Simi Valley Landfills (100 tons at Toland Road and 250 tons at Simi Valley). Adequate landfill capacity could potentially be available for the next 15-17 years. However, the Simi Valley Landfill is a less desirable alternative to Toland Road because of its long distance from Ventura. In addition, that landfill is currently projected to close by 2022. This would reduce available capacity to 100 tons per day. Though the projected 84-ton increase for the City is within this amount, the cumulative increase in solid waste sent by Ventura and other cities in the region is anticipated to exceed 100 tons given that waste generated in Ventura makes up only about 25-30% of the total waste currently going to Toland Road Landfill. In addition, the Toland Road Landfill is projected to close by 2027. Consequently, a new or expanded solid waste disposal facility is expected to be needed over the next 20 years to accommodate waste generated in Ventura. Impacts relating to solid waste disposal are considered significant.

As discussed in the *Setting*, household hazardous waste collection programs resulted in the collection of approximately 250,721 pounds of household hazardous waste and oil during 2003-2004. Using the City of Ventura 2003 population of approximately 104,300 residents, household

hazardous waste collection programs collected approximately 2.4 pounds of household hazardous waste and oil per person per year. Using this per capita rate, population growth under Scenario 1 would increase household hazardous waste generation by approximately 50,882 pounds per year. The Environmental Services Office is currently constructing a household hazardous waste facility that would allow the number of household hazardous waste collection events to increase from four to eleven events per year. Construction of the new household hazardous waste facility and the anticipated increase in collection events could accommodate the anticipated increase in household hazardous waste and oil under Scenario 1. Therefore, impacts relating to household hazardous waste are not considered significant.

Scenarios 2 – 6

Because solid waste generation and impacts would be the same for Scenarios 2-6, those scenarios are not discussed individually. Under Scenarios 2-6, daily citywide solid waste generation is projected to increase by about 282 tons per day by 2025. Assuming that the current 61% diversion rate is maintained, 39% of this total, about 110 tons per day, would be sent to area landfills. This is within the 350-ton combined currently available capacity at the Toland Road and Simi Valley Landfills (100 tons at Toland Road and 250 tons at Simi Valley). Therefore, adequate landfill capacity could potentially be available for the next 15-17 years. However, as noted previously, the Simi Valley Landfill is a less desirable alternative than Toland because of its distance from Ventura and is currently projected to close by 2022. This would reduce available capacity to 100 tons per day, which is not sufficient to accommodate the 110-increase associated with growth under Scenarios 2-6 or the combined increase in solid waste generation in all cities that take solid waste to Toland Road Landfill. In addition, the Toland Road Landfill is projected to close by 2027. Consequently, a new or expanded solid waste disposal facility is expected to be needed over the next 20 years to accommodate solid waste generated in Ventura. Impacts relating to solid waste disposal are considered significant.

Using the per capita rate of 2.4 pounds of household hazardous waste per year (see discussion under Scenario 1), population growth under Scenarios 2-6 would increase household hazardous waste generation by approximately 67,700 pounds per year. As noted above, the Environmental Services Office is currently constructing a household hazardous waste facility that would allow the number of household hazardous waste collection events to increase from four to eleven events per year. Construction of the new household hazardous waste facility and the anticipated increase in collection events could accommodate the anticipated increase in household hazardous waste and oil under Scenarios 2-6. Therefore, impacts relating to household hazardous waste are not considered significant.

MITIGATION MEASURES

The policies and actions listed at the beginning of this impact discussion would serve to reduce solid waste generation and landfilling to the maximum degree feasible, but would not address the potential landfill capacity shortfall. The following measure is recommended to address the potential lack of available landfill capacity in 2025 for all six scenarios.

PS-5 Solid Waste Disposal Facilities. The following actions shall be added to the 2005 General Plan:

- *Coordinate with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, or develop alternative means of disposing of solid waste that will provide sufficient capacity for waste generated in the City.*
- *Develop incentives for new residences and businesses to incorporate recycling and waste diversion practices using guidelines provided by the Environmental Services Office.*

SIGNIFICANCE AFTER MITIGATION

Implementation of the recommended action would provide a mechanism for identifying landfill space or other means of disposing of solid waste that would meet the City's needs through 2025 and beyond. However, because siting of new landfills and waste disposal facilities is subject to the approval of another agency (the Regional Sanitation District), the City cannot guarantee the siting of a new landfill within the timeframe of the 2005 General Plan. In addition, though any new or expanded facility would likely be subject to separate environmental review under CEQA, the siting of a new facility would likely have unavoidably significant secondary environmental impacts. As such, impacts relating to solid waste disposal facilities are considered unavoidably significant for any of the six scenarios.

Impact PS-6	**Population growth accommodated under any of the 2005 General Plan land use scenarios would increase demand for recreational facilities and programs. With continued payment of Quimby fees and parkland dedication in conjunction with new development, impacts could be reduced to a Class III, *less than significant*, level for all six scenarios. It should be noted, however, that Scenario 1 does not include land that could accommodate new citywide park facilities, while the expansion areas included in Scenario 5 do not include sufficient land to provide park acreage meeting the demands of projected expansion area population growth.**

The 2005 General Plan includes the following policies and actions relating to the provision of parks.

Policy 6A *Expand the park and trail network to link shoreline, hillside, and watershed areas.*

Action 6.1 *Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs, and require them in new development.*

Action 6.2 *Require higher density development to provide pocket parks, tot lots, seating plazas, and other aesthetic green spaces.*

Action 6.3 *Require development to include trails when appropriate.*

Action 6.4 *Request Flood Control District approval of public access along unchannelized watercourses for hiking.*

Action 6.5 *Seek landowner permission to allow public access on properties adjacent to open space where needed to connect trails.*

Action 6.6 *Update plans for and complete the linear park system as resources allow.*

Action 6.7 *Work with the County of Ventura to initiate efforts to create public trails in the hillsides.*

Action 6.8 *Update the Park and Recreation Workbook as necessary to reflect City objectives and community needs.*

Action 6.9 *Require dedication of land identified as part of the City Linear Park System in conjunction with new development.*

Action 6.10 *Evaluate and incorporate, as feasible, linear park segments in the General Bikeway Plan.*

Action 6.11 *Update standards for citywide public parks and open space to include an expanded menu of shared park types, and identify locations and potential funding sources for acquiring new facilities in existing neighborhoods.*

Action 6.12 *Update and carry out the Grant Park Master Plan.*

Action 6.13 *Foster the partnership between the City and Fair Board to improve Seaside Park.*

Action 6.13 *Foster the partnership between the City and Fair Board to improve Seaside Park.*

Policy 6B *Ensure equal access to facilities and programs.*

Action 6.14 *Improve facilities at City parks to respond to the requirements of special needs groups.*

Action 6.15 *Adjust and subsidize fees to ensure that all residents have the opportunity to participate in recreation programs.*

Action 6.16 *Update the project fee schedule as necessary to ensure that development provides its fair share of park and recreation facilities.*

Policy 6C *Provide additional gathering spaces and recreation opportunities.*

Action 6.17 *Update and create new agreements for joint use of school and City recreational and park facilities.*

Action 6.18 *Offer programs that highlight natural assets, such as surfing, sailing, kayaking, climbing, gardening, and bird watching.*

Action 6.19 *Provide additional boating and swimming access as feasible.*

Action 6.20 *Earmark funds for adequate maintenance and rehabilitation of existing skatepark facilities, and identify locations and funding for new development of advanced level skatepark facilities.*

Table 4.11-18 compares the parkland demand that would result from growth projected for Scenarios 1-6. A discussion of each scenario follows.

Table 4.11-18
Current and Projected Parkland Demand

	Current Demand for Parkland[a]	Increased Parkland Demand Due to Projected Population Growth[a]	Total Parkland Demand in 2025[a]	Total Existing Parkland[b]	Additional Parkland Required to Meet 10/Acres per 1,000 Residents in 2025
Scenario 1	1,050 acres	212 acres	1,262 acres	866-870 acres	392-396 acres
Scenarios 2-6	1,050 acres	282 acres	1,332 acres	866-870 acres	462-466 acres

[a]Demand for parkland is based on the City's current standard of 10 acres/1,000 residents.
[b]Total existing parkland includes Community, Montalvo, and Fill Parks, as well as City-owned linear parks. The total existing parkland varies, as the size of Surfers Point at Seaside Park and Seaside Wilderness Park fluctuate according to the mean high tide line. In addition, approximately 65% of Seaside Wilderness Park is located in the Ventura Riverbed.

Scenario 1 – Intensification/Reuse Only

Parkland demand is based on the City standard of 10 acres per 1,000 residents. Using the 2004 population of 104,952, total existing parkland is deficient by approximately 180-184 acres. With an annual population growth rate of 0.88%, Scenario 1 would generate an estimated 21,201 new residents. Based on the 10 acres/1,000 residents standard, this would generate the need for approximately 212 acres of additional parkland. Therefore, citywide demand for parkland in2025 would be 1,262 acres. Because the current parkland inventory includes 866-870 acres, approximately 392-396 acres of new parkland would be needed to meet the 10 acres/1,000 residents standard.

Scenario 1 does not include any expansion areas and would emphasize intensification of development and the reuse of existing lands within already developed areas. Site- and project-specific environmental review would be required as sites are identified for new facilities. Dedication of parklands for new development and continued payment of required park fees to purchase lands that could be converted into parklands within the City would help offset the demand in new parklands under Scenario 1. Moreover, non-city special use facilities (e.g., state beaches, the Ventura County Fairgrounds, and Ventura Unified School District sports fields) would continue to provide approximately 600 acres of additional recreational parks and facilities that could be utilized by current and new residents.

Dedication of parkland for new development and continued collection of required park fees on new development would allow the City to address increased demand for parks associated with population growth. Specific environmental impacts associated with individual new park facilities would need to be addressed on a case-by-case as new facilities are proposed.

The intensification of residential development in certain areas of the City – notably portions of Saticoy, the Downtown District, and the Ventura Avenue, Main Street, and Thompson

Boulevard, and Telegraph Road corridors – could substantially increase demand for parks in these areas, which are largely lacking in local park facilities. Available land for new park facilities, particularly citywide facilities, is largely lacking in these areas. Therefore, the development of new parks may require land dedication in conjunction with the development of large properties in order to provide park facilities in areas where substantial residential growth is anticipated. General Plan Action 6.1 addresses this issue, calling for new neighborhood parks, pocket parks, and community gardens, and requiring new development to incorporate park facilities. In addition, Action 6.2 requires higher density development to provide pocket parks, tot lots, seating plazas, and other aesthetic green spaces. It should be noted, however, that large parcels of 100 acres or more that could accommodate citywide park facilities are lacking under Scenario 1. Consequently, the development of new citywide facilities may require future consideration of SOI expansion. Such expansion would be subject to environmental review under CEQA and, depending upon which areas, if any, are considered, voter approval.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Based on a projected annual population growth rate of 1.14%, Scenario 2 would accommodate an estimated 28,208 new residents. Based on the 10 acres/1,000 residents standard, this would generate the need for approximately 282 acres of additional parkland. Therefore, the citywide demand for parkland in 2025 would be 1,262 acres. The current parkland inventory includes 866-870 acres; therefore, approximately 462-466 acres of new parkland would be required to meet the 10 acres/1,000 residents standard in 2025.

Dedication of parkland for new development and continued collection of required park fees on new development would allow the City to address increased demand for parks associated with population growth. Specific environmental impacts associated with individual new park facilities would need to be addressed on a case-by-case as new facilities are proposed.

Park issues associated with intensification and reuse would be similar to those described for Scenario 1. This scenario would also include the North Avenue, Olivas, and Serra expansion areas, which include a combined 1,449 acres. If developed in the future, these areas are projected to accommodate up to about 2,700 new residences. Based on the current 2.57 persons/household, the expansion areas would accommodate a population of just under 7,000. Thus, about 70 acres of parks would be needed in order to meet demand associated with expansion area development. Specific plans have not been developed for any of the expansion areas. However, as noted in the "Expansion Area Acres by Use" estimates provided in Appendix B, it is anticipated that less than 500 acres of land would be needed to accommodate the amount of development projected for the expansion areas. Thus, more than 900 expansion area acres would potentially be available for new park facilities. This acreage would more than meet the demands associated with expansion area residential development and could be used to offset the current citywide shortfall of park acreage as well as the lack of space for citywide park facilities in intensification/reuse areas.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

The increase in park demand associated with Scenario 3 would be identical to that of Scenario 2

- 282 acres. Citywide demand for parkland in 2025 would be 1,262 acres. As with Scenario 2, approximately 462-466 acres of new parkland would be required to meet the 10 acres/1,000 residents standard in 2025.

Dedication of parkland for new development and continued collection of required park fees on new development would allow the City to address increased demand for parks associated with population growth. Specific environmental impacts associated with individual new park facilities would need to be addressed on a case-by-case as new facilities are proposed.

Park issues associated with intensification and reuse would be similar to those described for Scenario 1. This scenario would also include the North Avenue and Olivas expansion areas, which include a combined 985 acres and, if developed, could accommodate about 7,000 new residents. Similar to Scenario 2, about 70 acres of parks would be needed in order to meet demand associated with expansion area development. As noted in the "Expansion Area Acres by Use" estimates provided in Appendix B, it is anticipated that more than 500 expansion area acres would potentially be available for new park facilities under this scenario. This acreage would more than meet the demands associated with expansion area residential development and potentially could be used to offset the current citywide shortfall of park acreage as well as the lack of space for citywide park facilities in intensification/reuse areas.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

The increase in park demand associated with Scenario 4 would be identical to that of Scenario 2 - 282 acres. Citywide demand for parkland in 2025 would be 1,262 acres. As with Scenario 2, approximately 462-466 acres of new parkland would be required to meet the 10 acres/1,000 residents standard in 2025.

Dedication of parkland for new development and continued collection of required park fees on new development would allow the City to address increased demand for parks associated with population growth. Specific environmental impacts associated with individual new park facilities would need to be addressed on a case-by-case as new facilities are proposed.

Park issues associated with intensification and reuse would be similar to those described for Scenario 1. This scenario would also include the North Avenue and Serra expansion areas, which include a combined 519 acres and, if developed, could accommodate about 7,000 new residents. Similar to Scenario 2, about 70 acres of parks would be needed in order to meet demand associated with expansion area development. As noted in the "Expansion Area Acres by Use" estimates provided in Appendix B, it is estimated that 147 expansion area acres would potentially be available for new park facilities under this scenario. This acreage would more than meet the demands associated with expansion area residential development and could be used to partially offset some of the current citywide shortfall of park acreage as well as the lack of space for citywide park facilities in intensification/reuse areas.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

The increase in park demand associated with Scenario 5 would be identical to that of Scenario 2 - 282 acres. Citywide demand for parkland in 2025 would be 1,262 acres. As with Scenario 2,

approximately 462-466 acres of new parkland would be required to meet the 10 acres/1,000 residents standard in 2025.

Dedication of parkland for new development and continued collection of required park fees on new development would allow the City to address increased demand for parks associated with population growth. Specific environmental impacts associated with individual new park facilities would need to be addressed on a case-by-case as new facilities are proposed.

Park issues associated with intensification and reuse would be similar to those described for Scenario 1. This scenario would also include the North Avenue and Western Cañada Larga expansion areas, which include a combined 176 acres and, if developed, could accommodate about 7,000 new residents. Similar to Scenario 2, about 70 acres of parks would be needed in order to meet demand associated with expansion area development. As noted in the "Expansion Area Acres by Use" estimates provided in Appendix B, it is estimated that only about 32 expansion area acres would potentially be available for new park facilities under this scenario. This acreage would not be adequate to meet the demands associated with expansion area residential development.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

The increase in park demand associated with Scenario 6 would be identical to that of Scenario 2 - 282 acres. Citywide demand for parkland in 2025 would be 1,262 acres. As with Scenario 2, approximately 462-466 acres of new parkland would be required to meet the 10 acres/1,000 residents standard in 2025.

Dedication of parkland for new development and continued collection of required park fees on new development would allow the City to address increased demand for parks associated with population growth. Specific environmental impacts associated with individual new park facilities would need to be addressed on a case-by-case as new facilities are proposed.

Park issues associated with intensification and reuse would be similar to those described for Scenario 1. This scenario would also include the North Avenue and Poinsettia expansion areas, which include a combined 473 acres and, if developed, could accommodate about 7,000 new residents. Similar to Scenario 2, about 70 acres of parks would be needed in order to meet demand associated with expansion area development. As noted in the "Expansion Area Acres by Use" estimates provided in Appendix B, it is estimated that 113 expansion area acres would potentially be available for new park facilities under this scenario. This acreage would more than meet the demands associated with expansion area residential development and could be used to partially offset some of the current citywide shortfall of park acreage as well as the lack of space for citywide park facilities in intensification/reuse areas.

MITIGATION MEASURES

Continued payment of required park fees and dedication of land for parks on a case-by-case basis would reduce impacts to a less than significant level. Mitigation is not required for any of the six scenarios.

SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant for any of the six scenarios with continued payment of applicable park fees and dedication of parkland on a case-by-case basis. Possible environmental impacts associated with the development of new parks would depend upon the local and type of facility and would need to be addressed on case-by-case basis. It should be noted that Scenarios 2, 3, 4, and 6 would provide greater opportunities for the development of new parks, particularly citywide facilities, than would Scenarios 1 or 5. Scenario 5 includes insufficient expansion area acreage to provide enough parkland to meet the parkland demand associated with that scenario.

4.12 TRANSPORTATION and CIRCULATION

This section discusses the impacts of the 2005 General Plan upon the local transportation and circulation system. Impacts relating to the roadway system, public transit, and bicycle and pedestrian facilities are evaluated. The analysis summarizes the findings and conclusions of the Circulation Element Update Traffic Study prepared by Austin-Foust Associates. The entire text of that study, dated May 2005, is included in Appendix E. Intersection capacity utilization worksheets and other traffic study backup data are available for review at the City of Ventura Community Development Department.

4.12.1 Setting

a. Street System Performance Criteria. To evaluate the Circulation Element arterial street system in relation to the Land Use Element, use is made of performance criteria. These criteria include "performance standards" and "thresholds of significance," the latter being used for identifying project impacts.

Performance Criteria Definitions. The analysis of the arterial road system is based on intersection capacity since this is the defining capacity limitation on an arterial highway system. Levels of service for arterial roadway intersections are determined based on operating conditions during the AM and PM peak hours. The intersection capacity utilization (ICU) methodology is applied using peak hour volumes and the geometric configuration of the intersection. This methodology sums the V/C ratios for the critical movements of an intersection and is generally compatible with the intersection capacity analysis methodology outlined in the 2000 Highway Capacity Manual (HCM 2000).

The ICU calculation methodology and associated impact criteria used for the study area arterial system are summarized in Table 4.12-1. Action 4.11 of the 2005 General Plan directs the City to "refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates." To this end, the standards for analyzing the performance of the City's circulation system are established as level of service "D" or "E" depending on location. This constitutes a relaxation of the current City standard (LOS C citywide except for LOS D for intersections in the Downtown, Midtown, and Westside areas). The calculation methodology, which includes saturation flow rate and clearance interval parameters that are representative values for planning purposes, could change over time in response to changes in technical procedures used for such purposes.

b. Arterial Street System. The citywide street system is illustrated on Figure 4.12-1, which shows the intersections analyzed in this EIR. Traffic conditions on the street network are described in terms of traffic volumes on the individual streets and also in terms of intersection operation. The former uses average daily traffic (ADT) as the measure of traffic usage, while the latter examines peak hour volumes to determine how well an intersection performs during rush hours.

Existing ADT volumes on the arterial street system are shown on Figure 2-2 of the traffic study in Appendix E. Estimates of current traffic volumes are based on counts taken in 2004 and represent two-direction 24-hour vehicles on an average weekday. Such volumes are not used

Table 4.12-1
Arterial Intersection Performance Criteria

V/C Calculation Methodology [a]

Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following values:

Saturation Flow Rate: 1,600 vehicles/hour/lane.

Clearance Interval: none

Performance Standard

Level of Service E (peak hour ICU less than or equal to 1.00) for freeway ramp intersections.
Level of Service D (peak hour ICU less than or equal to 0.90) for all other Principal Intersections*.

Threshold of Significance (for impact analyses)

For an intersection that is forecast to operate worse than it's performance standard, the impact of a given project is considered to be significant if the project increases the ICU by more than 0.01. An ICU increase of more than .01 does not cause the threshold of significance to be exceeded if the with-project ICU does not exceed the maximum ICU value.

Level of Service

Level of service ranges are as follows:

ICU	LEVEL OF SERVICE (LOS)
0.00 – 0.60	A
0.61 – 0.70	B
0.71 – 0.80	C
0.81 – 0.90	D
0.91 – 1.00	E
Above 1.00	F

* Principal Intersections are intersections to be regularly monitored as a gauge of the operation of the City's circulation system. These intersections are illustrated on Figure 4-5 of the traffic study in Appendix E.
[a] Methodology is consistent with that recommended in the Ventura County Congestion Management Program

directly in level of service criteria, but serve a number of purposes relative to evaluating the use of the arterial street system. In particular, they provide one of the criteria for determining functional classification.

Level of service (LOS) on the arterial street system is defined according to peak hour intersection performance using ICU values. Figure 4.12-1 shows the intersections included in this evaluation and Table 4.12-2 lists the ICUs and corresponding LOS values for year 2004. The ICUs and LOS values are illustrated on Figure 4.12-2, which shows the highest of the AM or PM ICU values at each intersection. One location does not meet the City's performance standard. The deficiency identified at the Ventura Boulevard/North Bank Drive intersection is a consequence of assuming the location to be signalized and is not an indicator of traffic operations at this location. The uncontrolled single lane off-ramp from northbound U.S. 101

Intersection Location Map

Figure 4-12-1

Source: Austin-Foust Associates, Inc., May 2005

Existing Intersecton Capacity Utilization (ICU)

Figure 4-12-2

Source: Austin-Foust Associates, Inc., May 2005

Table 4.12-2
Existing ICU Summary

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.46	A	.47	A
2. Victoria & Loma Vista	.51	A	.45	A
3. Victoria & Telegraph	.57	A	.69	B
4. Victoria & Woodland	.64	B	.50	A
5. Victoria & SR 126 SB Ramps	.53	A	.78	C
6. Victoria & Thille	.49	A	.51	A
7. Victoria & Telephone	.57	A	.63	B
8. Victoria & Ralston	.59	A	.74	C
10. Victoria & Moon	.50	A	.53	A
14. Hill & Telephone	.53	A	.45	A
15. Johnson & Telephone	.42	A	.52	A
18. Seaward & US 101 NB Ramps	.47	A	.54	A
19. Monmouth/US 101 SB & Harbor	.48	A	.62	B
20. Harbor & Olivas Park	.39	A	.54	A
23. Mills & Loma Vista	.33	A	.40	A
24. Mills & Telegraph	.45	A	.48	A
25. Mills & Maple	.47	A	.48	A
26. Mills & Dean	.51	A	.53	A
27. Mills & Main	.59	A	.61	B
28. US 101 NB Ramps & Main	.60	A	.67	B
29. SR 126 EB Ramps & Main	.37	A	.51	A
30. Callens & Main	.34	A	.55	A
31. Donlon & Main	.45	A	.69	B
32. Telephone & Main	.43	A	.63	B
33. US 101 NB Ramps & Telephone	.39	A	.60	A
34. Portola & Telephone	.38	A	.45	A
35. Saratoga & Telephone	.32	A	.42	A
38. Telephone & Market	.38	A	.57	A
42. Telephone & McGrath	.24	A	.45	A
45. Catalina & Main	.48	A	.48	A
46. Seaward & Main	.49	A	.55	A
47. Main & Loma Vista	.48	A	.44	A
49. Main & Telegraph	.38	A	.54	A
50. Emma & Main	.31	A	.41	A
51. Lemon Grove & Main	.31	A	.41	A
53. Kimball & Telephone	.69	B	.53	A

Table 4.12-2
Existing ICU Summary

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
55. Kimball & SR 126 EB Ramps	.35	A	.34	A
56. Kimball & SR 126 WB Ramps	.60	A	.34	A
58. Kimball & Telegraph	.21	A	.30	A
60. Ramelli & Telephone	.29	A	.53	A
61. Montgomery & Telephone	.54	A	.36	A
63. Petit & Telephone	.43	A	.58	A
65. Sanjon & Thompson	.35	A	.40	A
68. Seaward & Thompson	.42	A	.55	A
71. Sanjon & Harbor	.32	A	.53	A
75. Ashwood & Telegraph	.29	A	.42	A
77. Day & Telegraph	.40	A	.37	A
85. Victoria & Olivas Park	.77	C	.79	C
86. Telephone & Olivas Park	.53	A	.66	B
91. Johnson & Ralston	.53	A	.62	B
92. Johnson & Bristol	.74	C	.80	C
94. Johnson & North Bank	.60	A	.70	B
95. Bristol & Ramelli	.42	A	.21	A
96. Montgomery & North Bank	.39	A	.29	A
100. Saticoy & Telephone	.43	A	.41	A
101. Saticoy & Telegraph	.46	A	.42	A
102. Wells & Telegraph	.54	A	.52	A
104. Wells & SR 126 EB Ramps	.73	C	.63	B
105. Wells & Darling	.72	C	.78	C
106. Wells & Telephone	.78	C	.72	C
114. California & Thompson	.52	A	.54	A
115. Chestnut & Thompson	.42	A	.50	A
120. Ventura & Main	.35	A	.60	A
132. Ventura & Stanley	.55	A	.61	B
136. US 101 SB Ramps & Valentine	.40	A	.44	A
138. Johnson & US 101 SB Ramps	.42	A	.51	A
160. Victoria & US 101 NB Ramps	.66	B	.60	A
161. Victoria & Valentine	.43	A	.61	B
162. California & Harbor	.16	A	.29	A
163. Santa Clara & Main	.23	A	.23	A
164. Seaward & Poli	.39	A	.44	A
165. Seaward & Harbor	.57	A	.59	A
166. College & Telegraph	.33	A	.38	A

Table 4.12-2
Existing ICU Summary

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
168. Day & Foothill	.71	C	.72	C
169. Kimball & Foothill	.46	A	.40	A
170. Petit & Foothill	.26	A	.12	A
171. Saticoy & Foothill	.27	A	.23	A
172. Wells & Foothill	.22	A	.16	A
173. Victoria & SR 126 WB Ramps	.65	B	.61	B
174. Petit & Telegraph	.34	A	.24	A
175. Ventura & Northbank	.51	A	1.22	F
176. Saticoy & Darling	.31	A	.23	A
177. Wells & SR 126 WB Ramps	.24	A	.33	A
178. SR-33 Ramps & Stanley	.49	A	.56	A
179. SR-33 Ramps & Shell	.71	C	.70	B
180. Estates & Telegraph	.26	A	.39	A
181. Ventura & Ramona	.31	A	.45	A
182. Olive & Main	.47	A	.47	A

Level of service ranges: .00 - .60 = A
.61 - .70 = B
.71 - .80 = C
.81 - .90 = D
.91 – 1.00 = E
Above 1.00 = F

Note: Gray shading denotes intersection locations that exceed performance criteria.

feeds into three lanes on eastbound North Bank Drive and the other movements are stop-sign controlled.

c. Transit. The bus routes currently serving the City are illustrated on Figure 4.12-3. Service is provided by South Coast Area Transit (SCAT), with all six routes operating on both weekdays and weekend days. The routes serve major activity centers throughout the City, and as discussed in the bicycle section later in this chapter, buses are able to transport bicycles by means of special racks mounted on the buses.

Ventura Intercity Service Transit Authority (VISTA) provides bus service between Ventura and Santa Barbara via the transit center at Pacific View Mall. Greyhound buses connect Ventura with other statewide and national destinations. The Greyhound Station is located at 291 East Thompson Boulevard near Palm Street, and is located in a small undersized building.

Rail transit service is provided by Metrolink and AMTRAK. Figure 4.12-3 shows the station locations.

Metrolink provides rail service between Ventura and Union Station in Los Angeles on the Ventura County line. A Metrolink station operates in the City of Ventura at Ventura Boulevard and Inez Street (the Montalvo Station). Presently, three trains in both the AM and PM operate the entire length of the route between Ventura and Union Station.

Rail service to Ventura is also provided by AMTRAK via the Pacific Surfliner, which runs between San Luis Obispo to the north and San Diego to the south. The station is an unstaffed facility located at Harbor Boulevard and Figueroa Street adjacent to the Ventura County Fairgrounds (Seaside Park). Four trains operate daily, with one additional train on the weekends and one additional train that operates only during the weekdays.

d. Bicycle/Pedestrian Travel. The non-motorized components of the City's circulation system include bicycle and pedestrian facilities. These are discussed below.

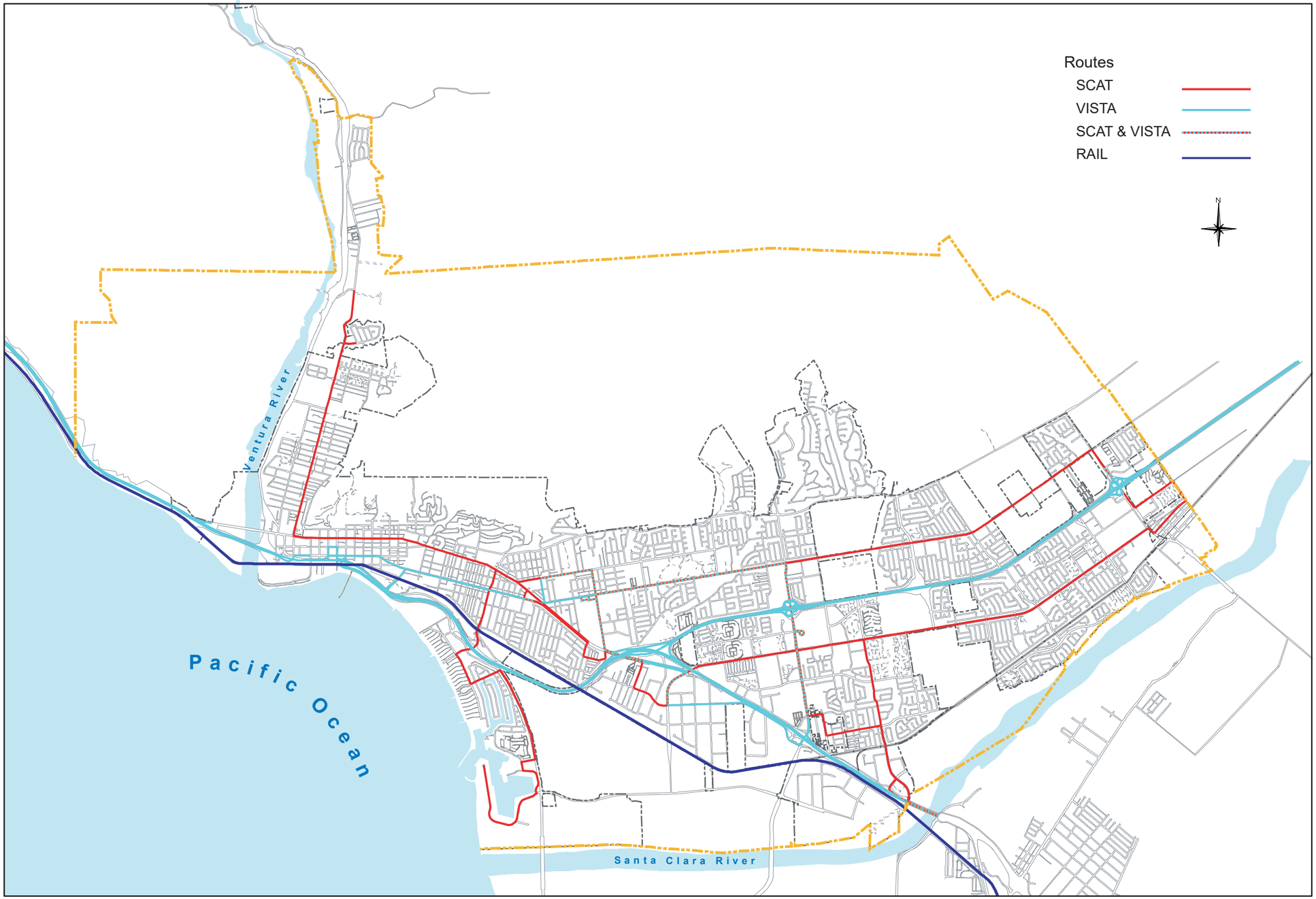
Bicycle Facilities. The City General Bikeway Plan, adopted in December 1999, provides detailed information regarding the current bikeway network and an implementation program for augmenting the existing system. The plan envisions a "citywide bikeway system that serves the needs of both commuter and recreational cyclists." The Select System of Bikeways Map, shown on Figure 4.12-4, delineates existing and proposed bikeways that connect major destinations such as schools, businesses, public facilities, transit centers, and regional trails. The map also indicates the locations of amenities such as bike racks, restrooms, and shower facilities. The General Bikeway Plan is designed to facilitate the following actions:

- *Address and expand upon existing City policies and establish related goals*
- *Recommend bikeway design standards*
- *Evaluate existing bicycle safety and education programs and make recommendations for enhancement*
- *Identify priorities and a phasing plan for implementation of the Select System of Bikeways Map*
- *Identify and recommend potential funding alternatives and other opportunities for inter-agency cooperation*

The General Bikeway Plan serves as a flexible, comprehensive and long-range guide for future bicycle planning, design and budgetary decisions, and helps ensure that the community's bicycle transportation and recreational needs are met.

City bikeways conform to standards and designations established by the California Department of Transportation (Caltrans), which are described below.

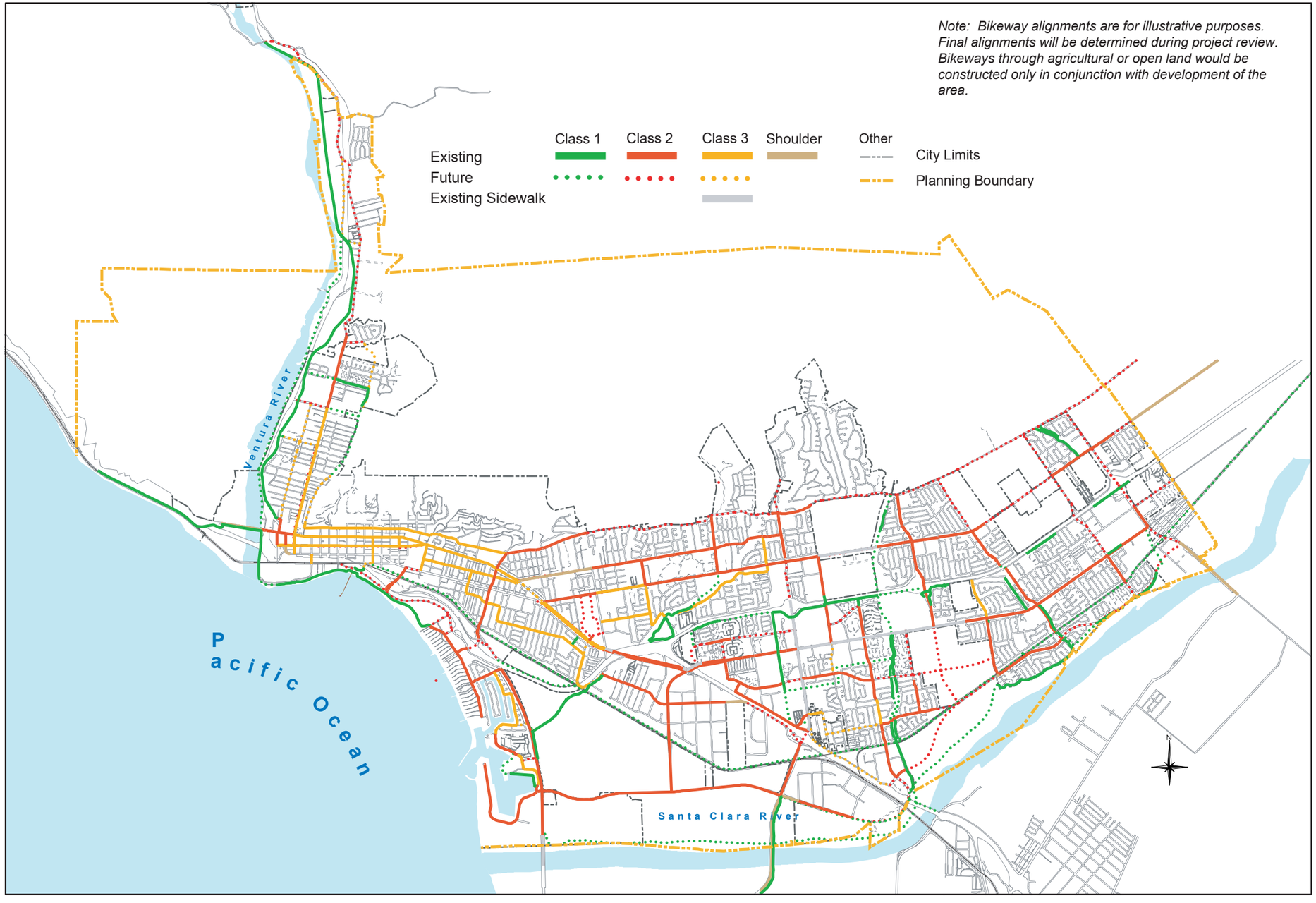
- ***Bike Path (Class I)*** *– Class I bike paths are separated from roads by distance or barriers, and cross-traffic by motor vehicles is minimized. Bike paths offer opportunities not provided by the road system and can provide recreational opportunities or serve as desirable commuter routes. Design standards require two-way bicycle paths to be a minimum of eight feet wide plus shoulders. Bike paths are usually shared with pedestrians, and if pedestrian use is expected to be significant, the desirable width is 12 feet.*



Existing Transit Routes

Figure 4-12-3

Source: Austin-Foust Associates, Inc., May 2005



Existing System of Bikeways

Figure 4-12-4

Source: Austin-Foust Associates, Inc., May 2005

- ***Bike Lane (Class II)*** *– A Class II bikeway is a lane on a road that is reserved for bicycles. The lane is painted with pavement lines and markings and is signed. The lane markings decrease the potential for conflicts between motorists and bicyclists. Bike lanes are one-way, with a lane on each side of the roadway between the travel lane and the edge of paving or, if parking is permitted, between the travel lane and the parking lane. The lanes are at least four feet wide, five feet if parking is permitted.*
- ***Bike Route (Class III)*** *– Class III bike routes share existing roads and provide continuity to other bikeways or designated preferred routes through high traffic areas. There is no separate lane and bike routes are established by placing signs that direct cyclists and warn drivers of the presence of bicyclists. Since bicyclists are permitted on all roads, the decision to sign a road as a bike route is based on factors including the advisability of encouraging bicycle travel on the route, the need to meet bicycle demand, and the desire to connect discontinuous segments of bike lanes.*

Pedestrian Facilities and Programs. Figure 4.12-5 shows primary pedestrian facilities in Ventura, which are described below.

Sidewalks. Sidewalks are the most important component of the City's pedestrian system. The City maintains 283 centerline miles of streets (one centerline mile is 5,280 feet by 10 feet) and 2 million square feet of sidewalks. Most city streets have sidewalks, but some neighborhood streets do not. For example, portions of the Arundell area that were developed in the 1970s and 1980s lack sidewalks. During that period, it was assumed industrial uses would not need sidewalks. Some hillside neighborhoods also lack sidewalks, including portions of Hobson Heights and Ondulando. Finally, there are stretches of arterial streets, such as Foothill Road and Telephone Road that lack sidewalks. Maintenance of the sidewalk system is a large cost item for the City. As of January 2002, the City had recorded 11,249 damaged segments of sidewalk.

Access Ramps. Access ramps are sloped sidewalks at intersections that provide transitions into street crosswalks for wheelchairs, strollers, and other wheeled vehicles like bicycles. The need for access ramps was codified with the 1990 Americans with Disabilities Act (ADA), which intends to make American society more accessible to people with disabilities. It contains requirements for new construction, alterations or renovations to buildings and facilities, and access to existing facilities of private companies that provide public goods or services. ADA requires access ramps at each street intersection from the sidewalk to the street level to permit safe movement for people with disabilities. Access ramps are currently being retrofitted into City sidewalks.

Crosswalks. The California Vehicle Code defines a crosswalk as the portion of a roadway at an intersection that is an extension of the curb and property lines of the intersecting street, or is any other portion of a roadway that is marked as a pedestrian crossing location by painted lines. A marked crosswalk is delineated by white or yellow painted markings on the pavement. Crosswalks adjacent to or within 600 feet of a school building or grounds or along a suggested route to school are painted yellow; all other painted crosswalks are white. Although drivers legally must yield to pedestrians in any crosswalk (marked or unmarked), marking encourages pedestrians to use particular crossings. The City maintains marked crosswalks at intersections:

- *Where there is substantial conflict between vehicle and pedestrian movement*
- *Where significant pedestrian concentrations occur*
- *Where pedestrians could not otherwise recognize the proper place to cross*
- *Where traffic movements are controlled*

Such locations include school crossings and signalized and four way stop intersections.

In an effort to improve the "pedestrian friendliness" of the local circulation system, the City has undertaken a number of programs. These are summarized below.

- ***Lowered Speed Limits.*** *In January 2001, the State revised the criteria used to determine speed limits to include consideration of adjacent residential density and bicycle and pedestrian safety. Many City streets have been re-surveyed under the new criteria and speed limits have been lowered. This ongoing effort will continue to evaluate and adjust the speed limit.*
- ***Restriping Streets.*** *The City has been studying the advantages, disadvantages, and feasibility of narrowing selected segments of arterials and collector streets from four lanes to two to make them more pedestrian and bicycle friendly, as well as to calm traffic. Pierpont Boulevard was restriped from four lanes to two, narrowing the field of car travel while affording pedestrians more buffer area from through-lanes of vehicle traffic. Class II bike lanes on the street were widened and clearly painted, while cars were aligned more toward the center of the street. Similar efforts have been implemented on portions of Main Street, Santa Clara Street, and Loma Vista Road between Main Street and Mills Road.*
- ***Neighborhood Traffic Management and Calming Program.*** *In June 1997, the City adopted a Comprehensive Neighborhood Traffic Management Program aimed at reducing traffic volumes and speeds on local residential streets carrying 800 or more vehicles per day. The Program, which was updated in December 2004, includes a four-tiered approach offering 25 different options to citizens wanting to implement traffic measures on their streets. Levels 1 and 2, which do not involve major physical changes to the street, are implemented by the City. Posting 25 mph speed limits and directing Police Department enforcement are two traffic-claming approaches at these levels. Levels 3 and 4 options, which are funded by citizens, involve physical changes to the street such as traffic circles, speed humps, and chokers, to calm traffic speeds and/or reduce traffic volumes. A report describing the Neighborhood Traffic Management and Calming Program is available at City Hall or online at www.ci.ventura.ca.us/cityhall/publicworks/traffic.htm.*
- ***School Traffic Safety Programs.*** *The Ventura Unified School District and the City have been working together to maintain a Comprehensive Suggested Route to School Program. In addition, the City has developed a manual entitled, "School Area Traffic Safety Guidelines." The guidelines include safe routes to school maps for all elementary and middle schools in the Ventura Unified District, information on the adult/assistant crossing guard program, traffic control devices that can potentially be used in school zones, and walking/biking safety education programs.*

  Assembly Bill 1886 allows for a doubling of the base fines in the case of misdemeanors or infractions, respectively, occurring in specially posted school zones. The program was implemented by a vote of the city council. The enhanced portion of

The map is a product of the City of San Buenaventura, California and Rincon Consultants, Inc. It was created for illustration purposes only; its accuracy cannot be guaranteed.

Western Cañada Larga Potential Expansion Area

North Avenue Potential Expansion Area

Downtown Specific Plan

Harbor Master Plan

Olivas Potential Expansion Area

Poinsettia Potential Expansion Area

Serra Potential Expansion Area

Ventura County Government Center

PROMENADE PARK

ARROYO VERDE PARK

JUANAMARIA PARK

VENTURA COLLEGE

Ventura River

Santa Clara River

UPRR

OXNARD

N

0 0.5 1 Miles

Legend

- Pedestrian Count Locations
- Class 1 Paths
- Parks
- Linear Park Network
- Schools
- Barrancas
- Rivers
- Freeway
- Major Road
- Union Pacific Railroad (UPRR)
- Corridors, Districts, Neighborhood Centers (NC)
- Potential Expansion Areas
- City Limits
- Planning Area
- Pedestrian Bridges/Tunnels

Districts

I. Upper North Avenue
2. North Avenue
3. Downtown
4. Pacific View Mall
5. Harbor
6. Arundell
7. North Bank
8. Montalvo
9. Saticoy

Corridors

A. Ventura Avenue
B. Main Street
C. Thompson Boulevard
D. Loma Vista Road
E. Telegraph Road
F. Victoria Avenue
G. Johnson Drive
H. Wells Road

Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.

Pedestrian System Figure 4.12-5

City of Ventura

the fine imposed, pursuant to Section 42011 of the Vehicle Code, is used exclusively to pay for the cost of school pedestrian-bicyclist safety programs. Currently double fine school zones have been installed throughout the City at all of the elementary and middle school locations.

The City uses specialized funding through the State Safe Routes to School (SR2S) program. It is a safety program that uses federal transportation funds for construction of school access-related bicycle/pedestrian safety and traffic calming projects.

- ***Improved Pedestrian Signals.*** *The City is working to improve pedestrian accessibility at signalized intersections. There are several different programs being worked on to retrofit all existing pedestrian push buttons with ADA compliant accessible push buttons and install audible pedestrian signals (APS) at several intersection locations where visually impaired pedestrians routinely cross. Lastly, the City is putting in "countdown timers" which indicate the time remaining until the flashing "Don't Walk" phase of the signal is terminated.*

Pedestrian System Deficiencies. The main deficiency of Ventura's pedestrian system is its discontinuity. Many sections of streets lack sidewalks, and pedestrian connections between key use areas are rare and often in need of repair. A pedestrian environment is lacking in a number of locations throughout the City. There are limited crosswalks in some key use areas, and, in some instances, the pedestrian signal phases may be too short for some walkers. Traffic-calming measures would also improve the walkability of many Ventura neighborhoods. Table 4.12-3 lists specific pedestrian system deficiencies by neighborhood.

Table 4.12-3
Neighborhood Pedestrian System Concerns

Community	Concern
Westside	• Few sidewalk and pedestrian amenities such as street trees, lights, benches • Conflict between bicycles on sidewalks and pedestrians
Downtown	• Inadequate and unsafe Beach connections
Midtown	• Few sidewalk and pedestrian amenities such as street trees • Limited marked or signalized crosswalks • Signal phases for crossing wide streets too short • Cars drive too fast despite 35 mph posted speed limit
Pierpont	• Residential driveways too short, and sidewalks too narrow (5 feet) • Mixed-use area (lower Seaward) not attracting as many pedestrians as it could
Harbor	• Frequent disconnections of inner-harbor pedestrian path
Arundell	• Large portions of missing sidewalks along streets • No sidewalk and pedestrian amenities where sidewalks are present
East Ventura	• Several main streets very wide with high traffic volumes • Cars drive too fast (posted speed limit between 40 and 55 mph) • Sidewalks lacking in some areas • Few sidewalk amenities where sidewalks are present • Bicycle lanes on sidewalks on parts of Telephone Road and Victoria Avenue
Foothill Area	• Foothill Road dangerous (few sidewalks/crossings, too many cars, drive too fast) • Some neighborhoods lack sidewalks

Source: Ventura Vision, 2000, CPAC workshops 2001-2002, various neighborhood plans, and Rincon Consultants site visits, 2002.

4.12.2 Impact Analysis

a. Methodology and Significance Thresholds. The analysis of impacts uses long-range traffic forecast data based on projected growth in accordance with the General Plan land uses through 2025 to assess future needs and thereby identify a future street network that is adequate to serve those needs.

The approach used in this analysis is to apply year 2025 traffic forecasts to the existing system plus committed improvements (i.e., those that are funded and planned for implementation). The resulting information is then used to identify where deficiencies can be anticipated. Additional or expanded roadways are then added to the committed arterial street system until there is adequate capacity to serve the future traffic demands (these are referred to as non-committed improvements). Where appropriate, alternative strategies for achieving a balanced system were tested and evaluated.

Traffic forecast data presented here was produced using the Ventura citywide traffic forecasting model. The model uses future land use and circulation system assumptions to derive corresponding traffic forecast data. A detailed description of the modeling procedures can be found in the traffic model documentation report, which is available for review at the City of Ventura Community Development Department.

The evaluation of land use and circulation system alternatives uses the performance criteria described in the *Setting*. As discussed there, the procedure is based on peak hour intersection performance with emphasis on the Principal Intersections identified throughout the City (and as illustrated on Figure 4-5 of the traffic study in Appendix E). Peak hour intersection capacity utilization (ICU) values are calculated using a "Baseline" set of roadway system improvements. As discussed in the *Setting*, level of service (LOS) "E" (ICU not to exceed 1.00) is the performance standard for freeway ramp intersections and LOS "D" (ICU not to exceed .90) is the performance standard for all other Principal Intersections. Locations not operating at an acceptable LOS with the Baseline Network assumptions are considered deficient, and improvements needed to mitigate the projected deficiencies are identified. Impacts relating to transportation and circulation would also be considered potentially significant if development allowed under the 2005 General Plan through 2025 would:

- *Result in a change in air traffic patterns*
- *Substantially increase traffic-related hazards due to a design feature or incompatible uses*
- *Result in inadequate emergency access*
- *Conflict with adopted policies relating to alternative transportation modes, including transit, walking, and bicycling*

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of transportation and circulation impacts for each of the six 2005 General Plan land use scenarios. A discussion of the impacts for each scenario follows.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Roadway System Impacts (Impact TC-1)	One location - Wells Road and Darling Road intersection - requires additional (non-committed) improvements. Because feasible improvements are available for this deficiency, impacts are Class II, significant but mitigable.	Four locations require additional (non-committed) improvements, with one deficiency under the Baseline Network and four deficiencies under the Alternative Network. Deficient locations are: Baseline Network • Wells Road at Darling Road Alternative Network • Mills Road at Main Street • Johnson Drive at North Bank Drive • Wells Road at Darling Road • Ventura Boulevard at North Bank Drive Feasible improvements are available for all deficiencies except Johnson Drive/North Bank Drive. Impacts at that location are Class I, unavoidably significant.	Two locations require additional (non-committed) improvements, with one deficiency under the Baseline Network and two under the Alternative Network. Deficient locations are: Baseline Network • Wells Road at Darling Road Alternative Network • Mills Road at Main Street • Wells Road at Darling Road Because feasible improvements are available for these deficiencies, impacts are Class II, significant but mitigable.	Four locations require additional (non-committed) improvements, with three deficiencies under each network scenario (Baseline and Alternative). Deficient locations are: Baseline Network • Johnson Drive at Telephone Road • Johnson Drive at North Bank Drive • Wells Road at Darling Road Alternative Network • Johnson Drive at North Bank Drive • Wells Road at Darling Road • Ventura Boulevard at North Bank Drive Because feasible improvements are available for these deficiencies, impacts are Class II, significant but mitigable.	Two locations require additional (non-committed) improvements, with both deficiencies under each network scenario (Baseline and Alternative). Deficient locations are: Baseline Network • SR-33 Ramps at Shell Road • Wells Road at Darling Road Alternative Network • SR-33 Ramps at Shell Road • Wells Road at Darling Road Because feasible improvements are available for these deficiencies, impacts are Class II, significant but mitigable.	One location requires additional (non-committed) improvements, with the deficiency under both network scenarios (Baseline and Alternative). The deficient location is: Baseline Network • Wells Road at Darling Road Alternative Network • Wells Road at Darling Road Because feasible improvements are available for this deficiency, impacts are Class II, significant but mitigable.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Alternative Transportation Modes (Impact TC-2)	Emphasis on intensification/reuse and mixed use development, in combination with proposed General Plan policies, generally enhance opportunities for alternative transportation modes. Impacts are Class IV, beneficial.	Impacts similar to Scenario 1 and Class IV, beneficial. Expansion areas served by existing bus routes. Olivas and Serra areas would improve connections between existing neighborhoods.	Impacts similar to Scenario 1 and Class IV, beneficial. Expansion areas served by existing bus routes. Olivas area would improve connections between existing neighborhoods.	Impacts similar to Scenario 1 and Class IV, beneficial. Expansion areas served by existing bus routes. Serra area would improve connections between existing neighborhoods.	Impacts similar to Scenario 1 and Class IV, beneficial. Expansion areas served by existing bus routes.	Impacts similar to Scenario 1 and Class IV, beneficial. Expansion areas served by existing bus routes. Poinsettia area would improve connections between existing neighborhoods.
Traffic-Related Hazards (Impact TC-3)	Mixed use development along main traffic corridors (Main Street, Thompson Boulevard, Ventura Avenue, etc.) creates some potential for pedestrian hazards. Proposed General Plan policies/actions and existing City programs reduce impacts to Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant. Expansion areas pose no obvious traffic hazards.	Impacts similar to Scenario 1 and Class III, less than significant. Expansion areas pose no obvious traffic hazards.	Impacts similar to Scenario 1 and Class III, less than significant. Expansion areas pose no obvious traffic hazards.	Impacts similar to Scenario 1 and Class III, less than significant. Expansion areas pose no obvious traffic hazards.	Impacts similar to Scenario 1 and Class III, less than significant. Expansion areas pose no obvious traffic hazards.
Air Traffic (Impact TC-4)	No airports are located within or adjacent to the Ventura Planning Area. Air traffic impacts are Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant.

Impact TC-1	**Growth accommodated under any of the General Plan land use scenarios could result in deficiencies to the local circulation system based on recommended level of service standards. The number of locations that could have deficiencies based on the projected growth scenarios ranges from one (for Scenario 1) to four (for Scenarios 2 and 4). Feasible improvements are available to address all projected deficiencies for Scenarios 1, 3, 4, 5, and 6; therefore, impacts associated with those scenarios are considered Class II, *significant but mitigable*. For Scenario 2, implementation of feasible improvements would not achieve performance standards at the Johnson Drive/North Bank Drive intersection. The impact at that location is considered Class I, *unavoidably significant*, for Scenario 2.**

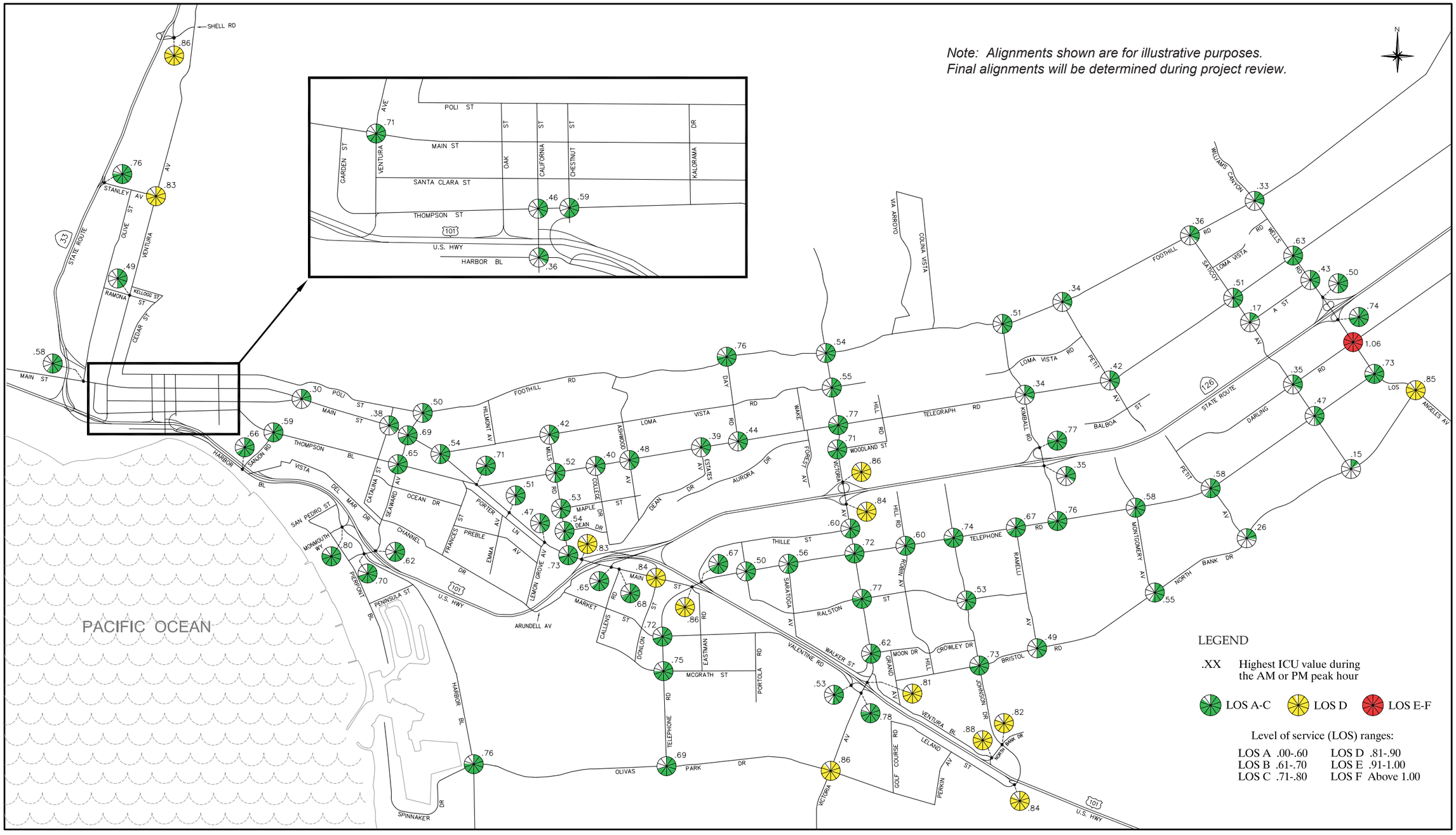
Scenario 1 – Intensification/Reuse Only

The overall trip generation increase citywide through 2025 is estimated at 172,290 ADT under this scenario (see Table 3-1 in the traffic study in Appendix E). This represents an increase of 18.7% over existing conditions, and the growth is generally spread throughout the Planning Area. ADTs for specific roadways are shown on Figure 3-2 of the traffic study in Appendix E.

Year 2025 ICUs are illustrated on Figure 4.12-6. Transportation improvements to provide adequate capacity for this scenario are shown in Table 4.12-4. Year 2025 ICUs are listed in Table 4.12-5, which shows the ICU values under Baseline improvements only, and then the values obtained by adding the recommended additional improvements (labeled "non-committed" improvements). Scenario 1 results in one location requiring additional (non-committed) improvements. This location is the Wells Road and Darling Road intersection.

Table 4.12-4
Roadway Improvements – Scenario 1

Location	Improvement
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR 126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR 126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR 126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane
II. Non-Committed	
2. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane



2025 Intersection Capacity Utilization (ICU)
Scenario 1 (Baseline Network)

Figure 4-12-6

Source: Austin-Foust Associates, Inc., May 2005

Table 4.12-5
2025 ICU Summary – Scenario 1

Intersection	Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.50	A	.54	A	--		--	
2. Victoria & Loma Vista	.55	A	.51	A	--		--	
3. Victoria & Telegraph	.62	B	.77	C	--		--	
4. Victoria & Woodland	.71	C	.56	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.57	A	.84	D	--		--	
6. Victoria & Thille	.52	A	.60	A	--		--	
7. Victoria & Telephone	.63	B	.72	C	--		--	
8. Victoria & Ralston	.69	B	.77	C	--		--	
10. Victoria & Moon	.56	A	.62	B	--		--	
14. Hill & Telephone	.53	A	.60	A	--		--	
15. Johnson & Telephone	.49	A	.74	C	--		--	
18. Seaward & US 101 NB Ramps (a)	.52	A	.62	B	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.56	A	.80	C	--		--	
20. Harbor & Olivas Park	.41	A	.76	C	--		--	
23. Mills & Loma Vista	.33	A	.42	A	--		--	
24. Mills & Telegraph	.50	A	.52	A	--		--	
25. Mills & Maple	.53	A	.52	A	--		--	
26. Mills & Dean	.54	A	.53	A	--		--	
27. Mills & Main	.69	B	.73	C	--		--	
28. US 101 NB Ramps & Main (a)	.78	C	.83	D	--		--	
29. SR 126 EB Ramps & Main (a)	.53	A	.65	B	--		--	
30. Callens & Main	.46	A	.68	B	--		--	
31. Donlon & Main	.56	A	.84	D	--		--	
32. Telephone & Main (a)	.61	B	.86	D	--		--	
33. US 101 NB Ramps & Telephone (a)	.56	A	.67	B	--		--	
34. Portola & Telephone	.36	A	.50	A	--		--	
35. Saratoga & Telephone	.30	A	.56	A	--		--	
38. Telephone & Market	.60	A	.72	C	--		--	
42. Telephone & McGrath	.29	A	.75	C	--		--	
45. Catalina & Main	.38	A	.35	A	--		--	
46. Seaward & Main	.53	A	.69	B	--		--	
47. Main & Loma Vista	.52	A	.54	A	--		--	
49. Main & Telegraph	.46	A	.71	C	--		--	
50. Emma & Main	.40	A	.51	A	--		--	
51. Lemon Grove & Main	.41	A	.47	A	--		--	
53. Kimball & Telephone	.76	C	.66	B	--		--	
55. Kimball & SR 126 EB Ramps (a)	.35	A	.33	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.77	C	.40	A	--		--	
58. Kimball & Telegraph	.24	A	.34	A	--		--	
60. Ramelli & Telephone	.38	A	.67	B	--		--	
61. Montgomery & Telephone	.58	A	.35	A	--		--	
63. Petit & Telephone	.46	A	.58	A	--		--	
65. Sanjon & Thompson	.48	A	.59	A	--		--	
68. Seaward & Thompson	.51	A	.65	B	--		--	
71. Sanjon & Harbor	.36	A	.66	B	--		--	
75. Ashwood & Telegraph	.29	A	.48	A	--		--	
77. Day & Telegraph	.44	A	.39	A	--		--	
85. Victoria & Olivas Park	.66	B	.80	C	--		--	
86. Telephone & Olivas Park	.56	A	.69	B	--		--	
91. Johnson & Ralston	.71	C	.80	C	--		--	
92. Johnson & Bristol	.71	C	.73	C	--		--	

Table 4.12-5
2025 ICU Summary – Scenario 1

	Baseline Improvements				Non-Committed Improvements			
94. Johnson & North Bank	.70	B	.82	D	--		--	
95. Bristol & Ramelli	.49	A	.26	A	--		--	
96. Montgomery & North Bank	.55	A	.47	A	--		--	
100. Saticoy & Telephone	.47	A	.46	A	--		--	
101. Saticoy & Telegraph	.47	A	.51	A	--		--	
102. Wells & Telegraph	.63	B	.63	B	--		--	
104. Wells & SR 126 EB Ramps (a)	.65	B	.74	C	--		--	
105. Wells & Darling	.69	B	1.06	F	.63	B	.88	D
106. Wells & Telephone	.72	C	.73	C	--		--	
114. California & Thompson	.39	A	.46	A	--		--	
115. Chestnut & Thompson	.48	A	.59	A	--		--	
120. Ventura & Main	.40	A	.71	C	--		--	
132. Ventura & Stanley	.75	C	.83	D	--		--	
136. US 101 SB Ramps & Valentine (a)	.48	A	.53	A	--		--	
138. Johnson & US 101 SB Ramps (a)	.52	A	.84	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.81	D	.66	B	--		--	
161. Victoria & Valentine (a)	.69	B	.78	C	--		--	
162. California & Harbor	.26	A	.36	A	--		--	
163. Santa Clara & Main	.25	A	.30	A	--		--	
164. Seaward & Poli	.41	A	.50	A	--		--	
165. Seaward & Harbor	.58	A	.70	B	--		--	
166. College & Telegraph	.33	A	.40	A	--		--	
168. Day & Foothill	.74	C	.76	C	--		--	
169. Kimball & Foothill	.51	A	.45	A	--		--	
170. Petit & Foothill	.34	A	.18	A	--		--	
171. Saticoy & Foothill	.36	A	.30	A	--		--	
172. Wells & Foothill	.33	A	.26	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.86	D	.74	C	--		--	
174. Petit & Telegraph	.42	A	.28	A	--		--	
175. Ventura & North Bank (a)	.41	A	.88	D	--		--	
176. Saticoy & Darling	.35	A	.29	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.33	A	.50	A	--		--	
178. SR-33 Ramps & Stanley (a)	.67	B	.76	C	--		--	
179. SR-33 Ramps & Shell (a)	.83	D	.86	D	--		--	
180. Estates & Telegraph	.29	A	.39	A	--		--	
181. Ventura & Ramona	.32	A	.49	A	--		--	
182. Olive & Main	.52	A	.58	A	--		--	
190. Petit & North Bank	.20	A	.26	A	--		--	
191. Saticoy & North Bank	.08	A	.15	A	--		--	
192. Los Angeles & North Bank	.71	C	.85	D	--		--	
193. Saticoy & A Street	.17	A	.13	A	--		--	
194. Wells & A Street	.43	A	.41	A	--		--	

(a) LOS E (ICU less than or equal to 1.00) is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90) is the recommended performance standard for all other intersection locations.
Note: Gray shading denotes intersection locations that exceed the performance standard.

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

This scenario adds to the intensification and infill development of Scenario 1 by adding residential and non-residential development in the North Avenue, Olivas, and Serra expansion areas. The overall trip generation increase citywide through 2025 is estimated at 206,905 ADT under this scenario (see Table 3-4 in the traffic study in Appendix E). This represents an increase of 22.5% over existing conditions. ADTs for specific roadways are shown on Figure 3-5 of the traffic study in Appendix E.

Year 2025 ICUs are depicted on Figure 4.12-7. To serve this scenario, it is anticipated that the following new roadway links would be added as an alternative to the Baseline Network along with selected intersection improvements:

1. Mills Road extension to Harbor Boulevard (connection at Schooner Drive)
2. New collector between Mills Road and Telephone Road in the Olivas expansion area
3. North Bank Drive extension from Johnson Drive to Bristol Road
4. Kimball Road extension from Telephone Road to North Bank Drive
5. Ralston Street extension from Ramelli Avenue to Montgomery Avenue

Table 4.12-6 summarizes the overall roadway and intersection improvements for this scenario, and Table 4.12-7 lists the ICU values with Baseline Improvements and with the recommended additional improvements. It should be noted that with North Bank Drive extended from Johnson Drive to Bristol Road in the Alternative Network, the six-lane widening of Johnson Drive between North Bank Drive and Bristol Road that is assumed in the Baseline Network is not needed.

Scenario 2 results in a total of four locations that require additional (non-committed) improvements, with one deficiency occurring under the Baseline Network and four deficiencies occurring under the Alternative Network. The deficient locations are as follows:

Baseline Network
- Wells Road at Darling Road

Alternative Network
- Mills Road at Main Street
- Johnson Drive at North Bank Drive
- Wells Road at Darling Road
- Ventura Boulevard at North Bank Drive

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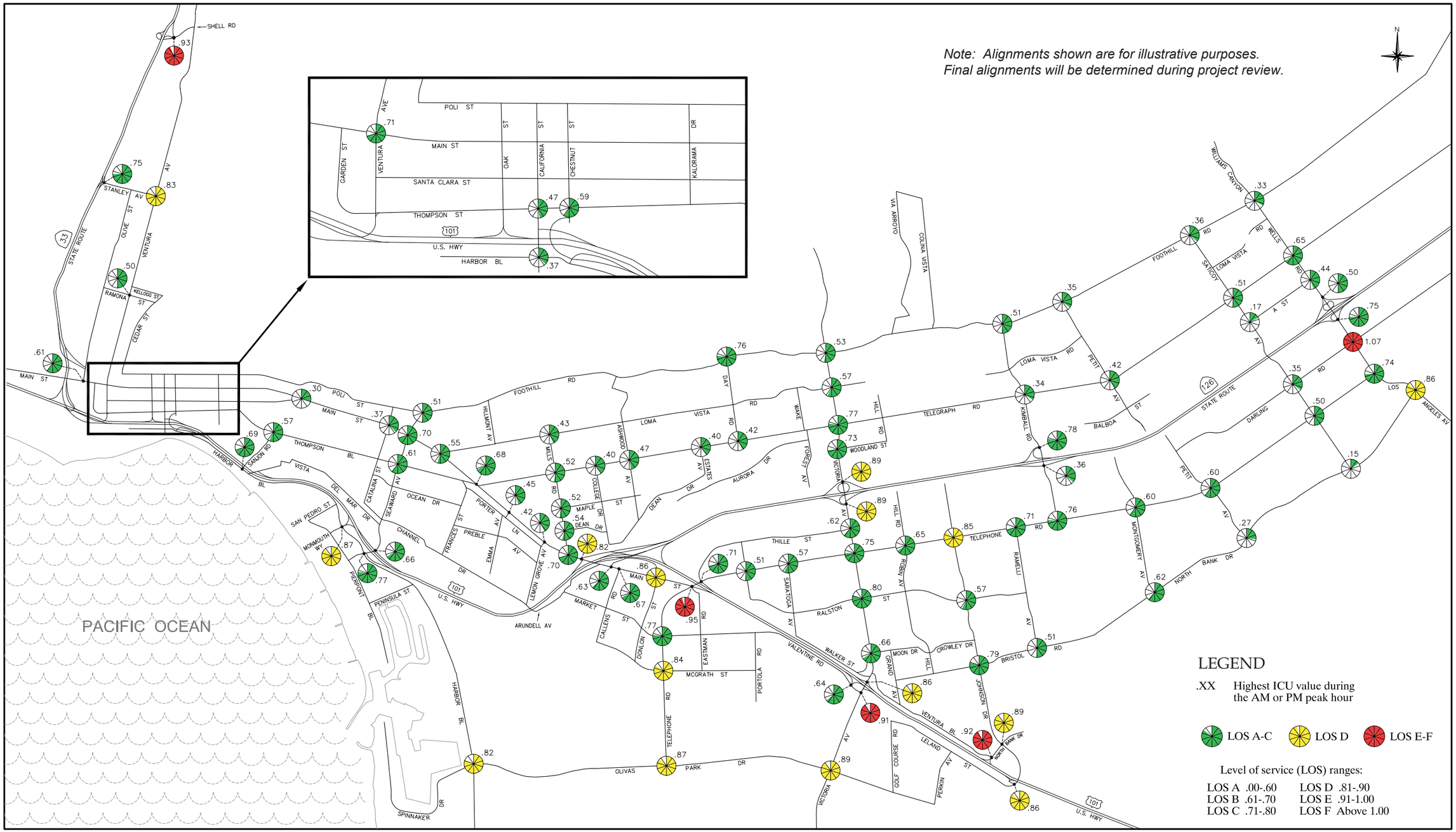


2025 Intersection Capacity Utilization (ICU)
Scenario 2 (Baseline Network)

Figure 4-12-7

Source: Austin-Foust Associates, Inc., May 2005

Table 4.12-6
Roadway Improvements – Scenario 2

Location	*Improvement*
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes (a)
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR 126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR 126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound Right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR 126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane
II. Non-Committed	
1a. Streets (Alternative Network)	
B Street (Mills Road to Telephone Road)	New two-lane roadway
Kimball Road (Telephone Road to North Bank Drive)	New four-lane roadway
Mills Road (Arundell Avenue to Harbor Boulevard)	New four-lane roadway
North Bank Drive (Johnson Drive to Bristol Road)	New four-lane roadway
Ralston Street (Ramelli Avenue to Montgomery Avenue)	New two-lane roadway

Table 4.12-6
Roadway Improvements – Scenario 2

Location	*Improvement*
2. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
2a. Intersections (Alternative Network)	
27. Mills Road at Main Street	Add northbound left-turn lane and second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Improve eastbound approach to provide two left-turn lanes, three through lanes and a separate right-turn lane, and improve westbound approach to provide three left-turn lanes and two through lanes
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
175. Ventura Boulevard at North Bank Drive	Add third eastbound through lane

(a) This widening is not needed in the Alternative Network for this scenario, which includes an extension of North Bank Drive from Johnson Drive to Bristol Road.

Table 4.12-7
2025 ICU Summary – Scenario 2

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.50	A	.53	A	--		--		.51	A	.54	A	--		--	
2. Victoria & Loma Vista	.57	A	.51	A	--		--		.55	A	.51	A	--		--	
3. Victoria & Telegraph	.64	B	.77	C	--		--		.61	B	.76	C	--		--	
4. Victoria & Woodland	.73	C	.57	A	--		--		.69	B	.54	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.57	A	.89	D	--		--		.54	A	.82	D	--		--	
6. Victoria & Thille	.53	A	.62	B	--		--		.50	A	.56	A	--		--	
7. Victoria & Telephone	.66	B	.75	C	--		--		.60	A	.68	B	--		--	
8. Victoria & Ralston	.70	B	.80	C	--		--		.63	B	.80	C	--		--	
10. Victoria & Moon	.57	A	.66	B	--		--		.54	A	.59	A	--		--	
14. Hill & Telephone	.56	A	.65	B	--		--		.51	A	.55	A	--		--	
15. Johnson & Telephone	.52	A	.85	D	--		--		.45	A	.47	A	--		--	
18. Seaward & US 101 NB Ramps (a)	.59	A	.66	B	--		--		.50	A	.54	A	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.57	A	.87	D	--		--		.58	A	.85	D	--		--	
20. Harbor & Olivas Park	.52	A	.82	D	--		--		.52	A	.79	C	--		--	
23. Mills & Loma Vista	.34	A	.43	A	--		--		.33	A	.44	A	--		--	
24. Mills & Telegraph	.49	A	.52	A	--		--		.49	A	.55	A	--		--	
25. Mills & Maple	.51	A	.52	A	--		--		.57	A	.60	A	--		--	
26. Mills & Dean	.54	A	.52	A	--		--		.58	A	.59	A	--		--	
27. Mills & Main	.70	B	.69	B	--		--		.83	D	1.14	F	.59	A	.76	C
28. US 101 NB Ramps & Main (a)	.82	D	.80	C	--		--		.72	C	.72	C	--		--	
29. SR 126 EB Ramps & Main (a)	.55	A	.63	B	--		--		.47	A	.58	A	--		--	
30. Callens & Main	.47	A	.67	B	--		--		.41	A	.61	B	--		--	
31. Donlon & Main	.58	A	.86	D	--		--		.51	A	.79	C	--		--	
32. Telephone & Main (a)	.69	B	.95	E	--		--		.63	B	.90	D	--		--	
33. US 101 NB Ramps & Telephone (a)	.57	A	.71	C	--		--		.56	A	.69	B	--		--	
34. Portola & Telephone	.36	A	.51	A	--		--		.36	A	.51	A	--		--	
35. Saratoga & Telephone	.31	A	.57	A	--		--		.30	A	.55	A	--		--	

Table 4.12-7
2025 ICU Summary – Scenario 2

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
38. Telephone & Market	.67	B	.77	C	--		--		.62	B	.74	C	--		--	
42. Telephone & McGrath	.41	A	.84	D	--		--		.29	A	.70	B	--		--	
45. Catalina & Main	.37	A	.34	A	--		--		.38	A	.34	A	--		--	
46. Seaward & Main	.58	A	.70	B	--		--		.54	A	.66	B	--		--	
47. Main & Loma Vista	.55	A	.51	A	--		--		.53	A	.50	A	--		--	
49. Main & Telegraph	.45	A	.68	B	--		--		.44	A	.68	B	--		--	
50. Emma & Main	.41	A	.45	A	--		--		.42	A	.47	A	--		--	
51. Lemon Grove & Main	.40	A	.42	A	--		--		.46	A	.51	A	--		--	
53. Kimball & Telephone	.76	C	.71	C	--		--		.49	A	.38	A	--		--	
55. Kimball & SR 126 EB Ramps (a)	.36	A	.34	A	--		--		.40	A	.34	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.78	C	.43	A	--		--		.92	E	.47	A	--		--	
58. Kimball & Telegraph	.24	A	.34	A	--		--		.27	A	.34	A	--		--	
60. Ramelli & Telephone	.42	A	.71	C	--		--		.28	A	.35	A	--		--	
61. Montgomery & Telephone	.60	A	.39	A	--		--		.55	A	.40	A	--		--	
63. Petit & Telephone	.46	A	.60	A	--		--		.49	A	.62	B	--		--	
65. Sanjon & Thompson	.49	A	.57	A	--		--		.48	A	.55	A	--		--	
68. Seaward & Thompson	.50	A	.61	B	--		--		.50	A	.60	A	--		--	
71. Sanjon & Harbor	.37	A	.69	B	--		--		.36	A	.69	B	--		--	
75. Ashwood & Telegraph	.29	A	.47	A	--		--		.31	A	.46	A	--		--	
77. Day & Telegraph	.42	A	.39	A	--		--		.44	A	.39	A	--		--	
85. Victoria & Olivas Park	.72	C	.89	D	--		--		.72	C	.86	D	--		--	
86. Telephone & Olivas Park	.64	B	.87	D	--		--		.55	A	.65	B	--		--	
91. Johnson & Ralston	.52	A	.57	A	--		--		.43	A	.53	A	--		--	
92. Johnson & Bristol	.75	C	.79	C	--		--		.33	A	.51	A	--		--	
94. Johnson & North Bank	.74	C	.89	D	--		--		.99	E	1.32	F	.79	C	.97	E
95. Bristol & Ramelli	.51	A	.31	A	--		--		.12	A	.14	A	--		--	
96. Montgomery & North Bank	.62	B	.47	A	--		--		.54	A	.43	A	--		--	

Table 4.12-7
2025 ICU Summary – Scenario 2

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
100. Saticoy & Telephone	.50	A	.48	A	--		--		.46	A	.45	A	--		--	
101. Saticoy & Telegraph	.50	A	.51	A	--		--		.49	A	.52	A	--		--	
102. Wells & Telegraph	.65	B	.63	B	--		--		.63	B	.61	B	--		--	
104. Wells & SR 126 EB Ramps (a)	.66	B	.75	C	--		--		.63	B	.73	C	--		--	
105. Wells & Darling	.69	B	1.07	F	.63	B	.88	D	.67	B	1.03	F	.61	B	.83	D
106. Wells & Telephone	.74	C	.73	C	--		--		.68	B	.70	B	--		--	
114. California & Thompson	.43	A	.47	A	--		--		.41	A	.46	A	--		--	
115. Chestnut & Thompson	.50	A	.59	A	--		--		.49	A	.56	A	--		--	
120. Ventura & Main	.42	A	.71	C	--		--		.41	A	.72	C	--		--	
132. Ventura & Stanley	.75	C	.83	D	--		--		.75	C	.83	D	--		--	
136. US 101 SB Ramps & Valentine (a)	.54	A	.64	B	--		--		.55	A	.63	B	--		--	
138. Johnson & US 101 SB Ramps (a)	.57	A	.86	D	--		--		.59	A	.84	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.86	D	.72	C	--		--		.81	D	.68	B	--		--	
161. Victoria & Valentine (a)	.79	C	.91	E	--		--		.75	C	.86	D	--		--	
162. California & Harbor	.29	A	.37	A	--		--		.31	A	.37	A	--		--	
163. Santa Clara & Main	.25	A	.30	A	--		--		.25	A	.28	A	--		--	
164. Seaward & Poli	.42	A	.51	A	--		--		.41	A	.48	A	--		--	
165. Seaward & Harbor	.64	B	.77	C	--		--		.57	A	.64	B	--		--	
166. College & Telegraph	.34	A	.40	A	--		--		.34	A	.41	A	--		--	
168. Day & Foothill	.74	C	.76	C	--		--		.75	C	.74	C	--		--	
169. Kimball & Foothill	.51	A	.44	A	--		--		.53	A	.51	A	--		--	
170. Petit & Foothill	.35	A	.18	A	--		--		.34	A	.19	A	--		--	
171. Saticoy & Foothill	.36	A	.31	A	--		--		.36	A	.32	A	--		--	
172. Wells & Foothill	.33	A	.25	A	--		--		.33	A	.26	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.89	D	.75	C	--		--		.83	D	.71	C	--		--	
174. Petit & Telegraph	.42	A	.27	A	--		--		.44	A	.27	A	--		--	
175. Ventura & North Bank (a)	.46	A	.92	E	--		--		.48	A	1.13	F	.48	A	.78	C

Table 4.12-7
2025 ICU Summary – Scenario 2

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
176. Saticoy & Darling	.35	A	.29	A	--		--		.35	A	.28	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.33	A	.50	A	--		--		.32	A	.49	A	--		--	
178. SR-33 Ramps & Stanley (a)	.69	B	.75	C	--		--		.69	B	.75	C	--		--	
179. SR-33 Ramps & Shell (a)	.93	E	.93	E	--		--		.93	E	.93	E	--		--	
180. Estates & Telegraph	.28	A	.40	A	--		--		.28	A	.38	A	--		--	
181. Ventura & Ramona	.33	A	.50	A	--		--		.33	A	.50	A	--		--	
182. Olive & Main	.54	A	.61	B	--		--		.55	A	.61	B	--		--	
190. Petit & North Bank	.22	A	.27	A	--		--		.24	A	.30	A	--		--	
191. Saticoy & North Bank	.08	A	.15	A	--		--		.08	A	.13	A	--		--	
192. Los Angeles & North Bank	.72	C	.86	D	--		--		.66	B	.82	D	--		--	
193. Saticoy & A St	.17	A	.12	A	--		--		.18	A	.12	A	--		--	
194. Wells & A St	.44	A	.41	A	--		--		.43	A	.42	A	--		--	
196. Ramelli & Ralston	--		--		--		--		.33	A	.37	A	--		--	
197. Kimball & Ralston	--		--		--		--		.32	A	.46	A	--		--	
198. Montgomery & Ralston	--		--		--		--		.26	A	.23	A	--		--	
199. Kimball & North Bank	--		--		--		--		.69	B	.64	B	--		--	
200. Harbor & Mills	--		--		--		--		.42	A	.59	A	--		--	
201. Mills & B St	--		--		--		--		.73	C	.75	C	--		--	
202. Telephone & B St	--		--		--		--		.48	A	.65	B	--		--	

(a) LOS E (ICU less than or equal to 1.00) is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90) is the recommended performance standard for all other intersection locations.

Note: Gray shading denotes intersection locations that exceed the performance standard.

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

This scenario adds to the intensification and infill development of Scenario 1 by adding residential and non-residential development in the North Avenue and Olivas expansion areas. The overall trip generation increase citywide through 2025 is estimated at 201,998 ADT under this scenario (see Table 3-7 of the traffic study in Appendix E). This represents an increase of 21.9% over existing conditions. ADTs for specific roadways are shown on Figure 3-8 of the traffic study in Appendix E.

Year 2025 ICUs are depicted on Figure 4.12-8. Deficiencies shown here are addressed by selected intersection improvements and by new roadway links serving the Olivas expansion area (the Mills Road extension and a new collector between the extension of Mills Road and Telephone Road). Table 4.12-8 summarizes the overall roadway and intersection improvements for this scenario. Table 4.12-9 lists the ICU values with Baseline improvements and with the recommended additional improvements.

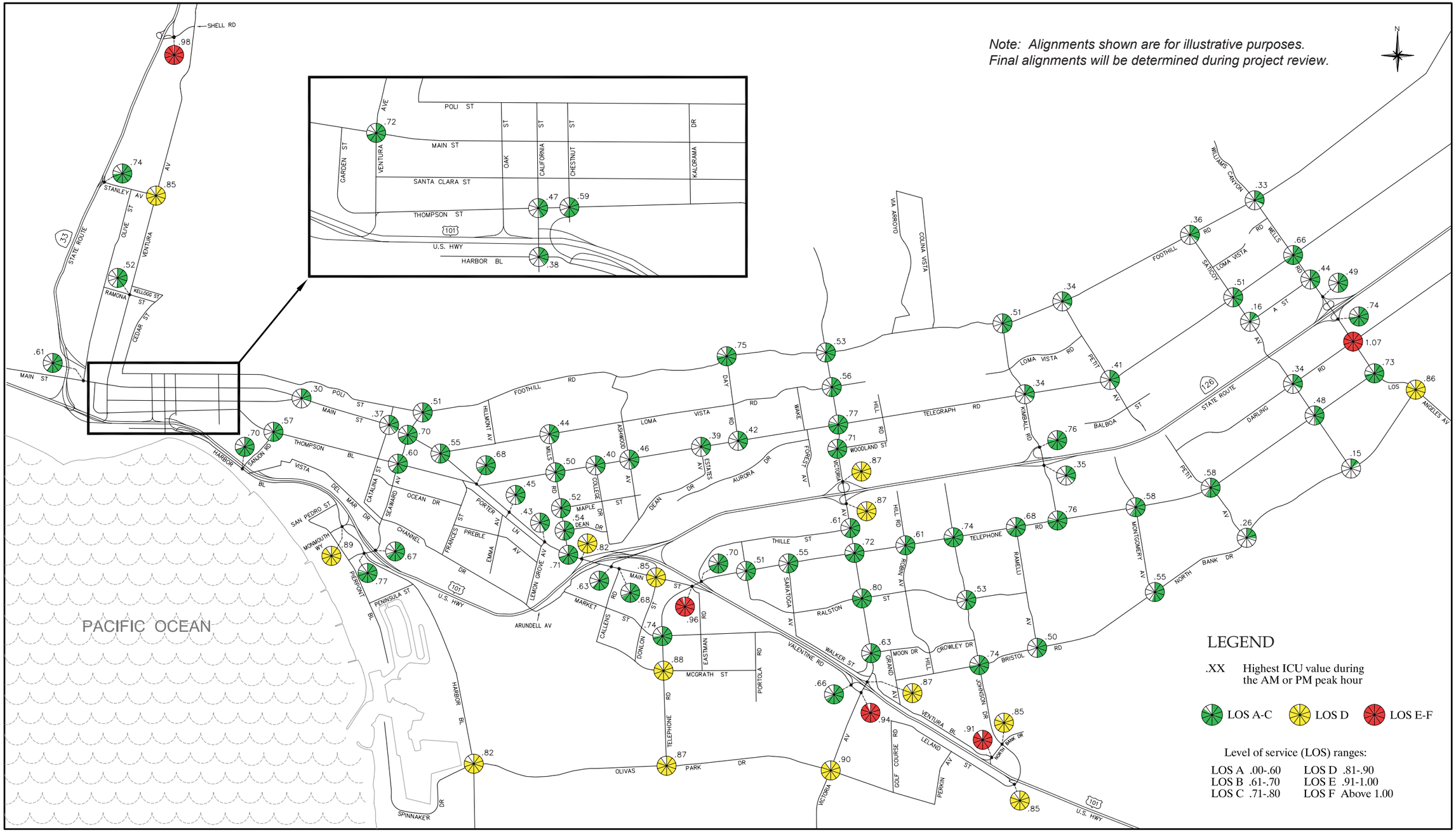
Scenario 3 results in two locations that require additional (non-committed) improvements, with one deficiency occurring under the Baseline Network and two occurring under the Alternative Network. The deficient locations are as follows:

Baseline Network
- Wells Road at Darling Road

Alternative Network
- Mills Road at Main Street
- Wells Road at Darling Road

Table 4.12-8
Roadway Improvements – Scenario 3

Location	*Improvement*
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR 126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR 126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR 126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane
II. Non-Committed	
1a. Streets (Alternative Network)	
B Street (Mills Road to Telephone Road)	New two-lane roadway
Mills Road (Arundell Avenue to Harbor Boulevard)	New four-lane roadway
2. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add second southbound left-turn lane, second westbound left-turn lane and eastbound left-turn lane
2a. Intersections (Alternative Network)	
27. Mills Road at Main Street	Add northbound left-turn lane and second northbound and southbound through lanes
105. Wells Road at Darling Road	Add second southbound left-turn lane, second westbound left-turn lane and eastbound left-turn lane



2025 Intersection Capacity Utilization (ICU)
Scenario 3 (Baseline Network)

Figure 4-12-8

Source: Austin-Foust Associates, Inc., May 2005

Table 4.12-9
2025 ICU Summary – Scenario 3

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.49	A	.53	A	--		--		.50	A	.52	A	--		--	
2. Victoria & Loma Vista	.56	A	.50	A	--		--		.55	A	.49	A	--		--	
3. Victoria & Telegraph	.63	B	.77	C	--		--		.61	B	.75	C	--		--	
4. Victoria & Woodland	.71	C	.56	A	--		--		.69	B	.55	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.57	A	.87	D	--		--		.56	A	.84	D	--		--	
6. Victoria & Thille	.53	A	.61	B	--		--		.51	A	.60	A	--		--	
7. Victoria & Telephone	.64	B	.72	C	--		--		.61	B	.70	B	--		--	
8. Victoria & Ralston	.69	B	.80	C	--		--		.68	B	.79	C	--		--	
10. Victoria & Moon	.57	A	.63	B	--		--		.57	A	.62	B	--		--	
14. Hill & Telephone	.53	A	.61	B	--		--		.53	A	.61	B	--		--	
15. Johnson & Telephone	.48	A	.74	C	--		--		.48	A	.73	C	--		--	
18. Seaward & US 101 NB Ramps (a)	.60	A	.67	B	--		--		.52	A	.55	A	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.57	A	.89	D	--		--		.58	A	.86	D	--		--	
20. Harbor & Olivas Park	.55	A	.82	D	--		--		.53	A	.81	D	--		--	

Table 4.12-9
2025 ICU Summary – Scenario 3

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
23. Mills & Loma Vista	.34	A	.44	A	--		--		.33	A	.45	A	--		--	
24. Mills & Telegraph	.49	A	.50	A	--		--		.50	A	.54	A	--		--	
25. Mills & Maple	.52	A	.51	A	--		--		.58	A	.60	A	--		--	
26. Mills & Dean	.54	A	.54	A	--		--		.57	A	.58	A	--		--	
27. Mills & Main	.70	B	.71	C	--		--		.95	E	1.27	F	.60	A	.82	D
28. US 101 NB Ramps & Main (a)	.82	D	.80	C	--		--		.71	C	.70	B	--		--	
29. SR 126 EB Ramps & Main (a)	.55	A	.63	B	--		--		.47	A	.57	A	--		--	
30. Callens & Main	.47	A	.68	B	--		--		.42	A	.59	A	--		--	
31. Donlon & Main	.59	A	.85	D	--		--		.54	A	.79	C	--		--	
32. Telephone & Main (a)	.69	B	.96	E	--		--		.65	B	.90	D	--		--	
33. US 101 NB Ramps & Telephone (a)	.57	A	.70	B	--		--		.56	A	.69	B	--		--	
34. Portola & Telephone	.37	A	.51	A	--		--		.35	A	.50	A	--		--	
35. Saratoga & Telephone	.31	A	.55	A	--		--		.30	A	.55	A	--		--	
42. Telephone & McGrath	.46	A	.88	D	--		--		.29	A	.70	B	--		--	
45. Catalina & Main	.37	A	.34	A	--		--		.38	A	.34	A	--		--	
46. Seaward & Main	.59	A	.70	B	--		--		.56	A	.67	B	--		--	

Table 4.12-9
2025 ICU Summary – Scenario 3

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
47. Main & Loma Vista	.55	A	.53	A	--		--		.53	A	.51	A	--		--	
49. Main & Telegraph	.46	A	.68	B	--		--		.45	A	.67	B	--		--	
50. Emma & Main	.41	A	.45	A	--		--		.42	A	.47	A	--		--	
51. Lemon Grove & Main	.40	A	.43	A	--		--		.49	A	.49	A	--		--	
53. Kimball & Telephone	.76	C	.66	B	--		--		.76	C	.65	B	--		--	
55. Kimball & SR 126 EB Ramps (a)	.35	A	.33	A	--		--		.34	A	.32	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.76	C	.40	A	--		--		.76	C	.40	A	--		--	
58. Kimball & Telegraph	.24	A	.34	A	--		--		.24	A	.33	A	--		--	
60. Ramelli & Telephone	.37	A	.68	B	--		--		.38	A	.67	B	--		--	
61. Montgomery & Telephone	.58	A	.35	A	--		--		.58	A	.36	A	--		--	
63. Petit & Telephone	.46	A	.58	A	--		--		.46	A	.59	A	--		--	
65. Sanjon & Thompson	.49	A	.57	A	--		--		.48	A	.57	A	--		--	
68. Seaward & Thompson	.53	A	.60	A	--		--		.50	A	.58	A	--		--	
71. Sanjon & Harbor	.38	A	.70	B	--		--		.37	A	.68	B	--		--	
75. Ashwood & Telegraph	.29	A	.46	A	--		--		.31	A	.48	A	--		--	

Table 4.12-9
2025 ICU Summary – Scenario 3

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
77. Day & Telegraph	.42	A	.39	A	--		--		.43	A	.39	A	--		--	
85. Victoria & Olivas Park	.74	C	.90	D	--		--		.73	C	.85	D	--		--	
86. Telephone & Olivas Park	.68	B	.87	D	--		--		.56	A	.66	B	--		--	
91. Johnson & Ralston	.67	B	.80	C	--		--		.71	C	.81	D	--		--	
92. Johnson & Bristol	.72	C	.74	C	--		--		.71	C	.74	C	--		--	
94. Johnson & North Bank	.71	C	.85	D	--		--		.71	C	.81	D	--		--	
95. Bristol & Ramelli	.50	A	.27	A	--		--		.47	A	.26	A	--		--	
96. Montgomery & North Bank	.55	A	.48	A	--		--		.54	A	.46	A	--		--	
100. Saticoy & Telephone	.48	A	.46	A	--		--		.47	A	.46	A	--		--	
101. Saticoy & Telegraph	.47	A	.51	A	--		--		.47	A	.51	A	--		--	
102. Wells & Telegraph	.66	B	.62	B	--		--		.66	B	.62	B	--		--	
104. Wells & SR 126 EB Ramps (a)	.66	B	.74	C	--		--		.66	B	.74	C	--		--	
105. Wells & Darling	.69	B	1.07	F	.63	B	.89	D	.69	B	1.06	F	.63	B	.88	D
106. Wells & Telephone	.72	C	.73	C	--		--		.72	C	.73	C	--		--	
114. California & Thompson	.44	A	.47	A	--		--		.43	A	.47	A	--		--	
115. Chestnut & Thompson	.50	A	.59	A	--		--		.50	A	.58	A	--		--	

Table 4.12-9
2025 ICU Summary – Scenario 3

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
120. Ventura & Main	.40	A	.72	C	--		--		.41	A	.72	C	--		--	
132. Ventura & Stanley	.74	C	.85	D	--		--		.74	C	.84	D	--		--	
136. US 101 SB Ramps & Valentine (a)	.56	A	.66	B	--		--		.56	A	.63	B	--		--	
138. Johnson & US 101 SB Ramps (a)	.58	A	.85	D	--		--		.58	A	.85	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.87	D	.73	C	--		--		.82	D	.71	C	--		--	
161. Victoria & Valentine (a)	.82	D	.94	E	--		--		.80	C	.90	D	--		--	
162. California & Harbor	.28	A	.38	A	--		--		.31	A	.38	A	--		--	
163. Santa Clara & Main	.25	A	.30	A	--		--		.25	A	.29	A	--		--	
164. Seaward & Poli	.42	A	.51	A	--		--		.41	A	.49	A	--		--	
165. Seaward & Harbor	.65	B	.77	C	--		--		.56	A	.68	B	--		--	
166. College & Telegraph	.33	A	.40	A	--		--		.34	A	.42	A	--		--	
168. Day & Foothill	.73	C	.75	C	--		--		.73	C	.73	C	--		--	
169. Kimball & Foothill	.51	A	.45	A	--		--		.51	A	.46	A	--		--	
170. Petit & Foothill	.34	A	.18	A	--		--		.34	A	.18	A	--		--	
171. Saticoy & Foothill	.36	A	.31	A	--		--		.36	A	.31	A	--		--	

Table 4.12-9
2025 ICU Summary – Scenario 3

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
172. Wells & Foothill	.33	A	.26	A	--		--		.33	A	.26	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.87	D	.73	C	--		--		.84	D	.71	C	--		--	
174. Petit & Telegraph	.41	A	.27	A	--		--		.41	A	.27	A	--		--	
175. Ventura & North Bank (a)	.42	A	.91	E	--		--		.42	A	.89	D	--		--	
176. Saticoy & Darling	.34	A	.30	A	--		--		.34	A	.29	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.33	A	.49	A	--		--		.33	A	.49	A	--		--	
178. SR-33 Ramps & Stanley (a)	.68	B	.74	C	--		--		.68	B	.74	C	--		--	
179. SR-33 Ramps & Shell (a)	.96	E	.98	E	--		--		.96	E	.98	E	--		--	
180. Estates & Telegraph	.29	A	.39	A	--		--		.28	A	.39	A	--		--	
181. Ventura & Ramona	.33	A	.52	A	--		--		.33	A	.51	A	--		--	
182. Olive & Main	.55	A	.61	B	--		--		.56	A	.61	B	--		--	
190. Petit & North Bank	.21	A	.26	A	--		--		.20	A	.26	A	--		--	
191. Saticoy & North Bank	.08	A	.15	A	--		--		.08	A	.15	A	--		--	
192. Los Angeles & North Bank	.71	C	.86	D	--		--		.71	C	.86	D	--		--	

Table 4.12-9
2025 ICU Summary – Scenario 3

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
193. Saticoy & A St	.16	A	.13	A	--		--		.16	A	.13	A	--		--	
194. Wells & A St	.44	A	.42	A	--		--		.44	A	.41	A	--		--	
200. Harbor & Mills	--		--		--		--		.42	A	.64	B	--		--	
201. Mills & B St	--		--		--		--		.77	C	.83	D	--		--	
202. Telephone & B St	--		--		--		--		.49	A	.65	B	--		--	

(a) LOS E (ICU less than or equal to 1.00) is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90) is the recommended performance standard for all other intersection locations.

Note: Gray shading denotes intersection locations that exceed the performance standard.

Scenario 4 – Intensification/Reuse + North Avenue + Serra

This scenario adds to the intensification and infill development of Scenario 1 by adding residential and non-residential development in the North Avenue and Serra expansion areas. The overall trip generation increase citywide through 2025 is estimated at 199,798 ADT under this scenario (see Table 3-10 of the traffic study in Appendix E). This represents an increase of 21.7% over existing conditions. ADTs for specific roadways are shown on Figure 3-11 of the traffic study in Appendix E.

Year 2025 ICUs are shown on Figure 4.12-9. To serve this scenario, it is anticipated that the following new roadway links would be added as an alternative to the Baseline Network along with selected intersection improvements:

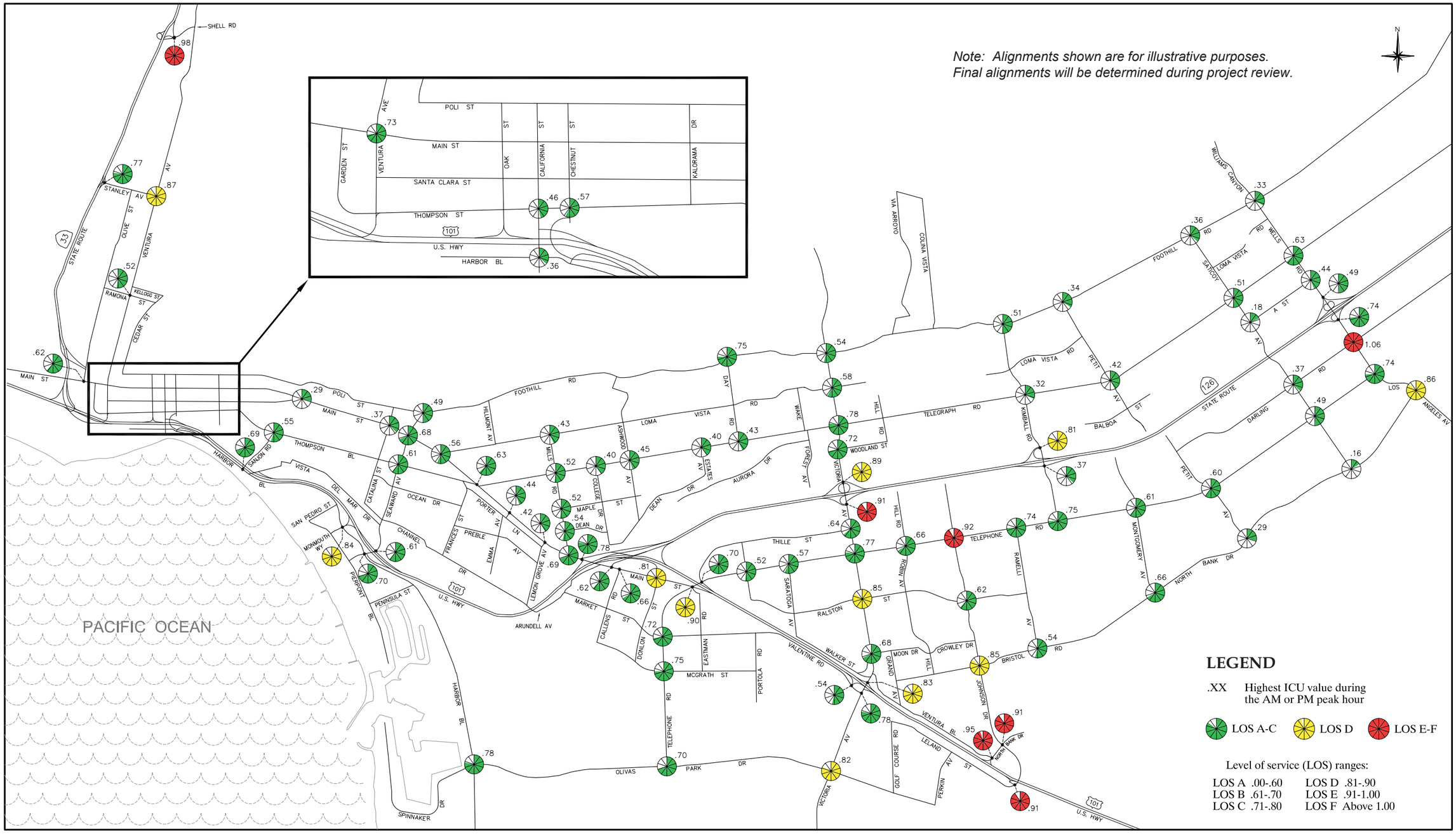
1. North Bank Drive extension from Johnson Drive to Bristol Road
2. Kimball Road extension from Telephone Road to North Bank Drive
3. Ralston Street extension from Ramelli Avenue to Montgomery Avenue

Table 4.12-10 summarizes the overall roadway and intersection improvements for this scenario, and Table 4.12-11 lists the ICU values with Baseline Improvements and with the recommended additional improvements. It should be noted that with North Bank Drive extended from Johnson Drive to Bristol Road in the Alternative Network, the six-lane widening of Johnson Drive between North Bank Drive and Bristol Road that is assumed in the Baseline Network is not needed.

Scenario 4 results in four locations that require additional (non-committed) improvements, with three deficiencies occurring under each network scenario (Baseline and Alternative). The deficient locations are as follows:

Baseline Network
- Johnson Drive at Telephone Road
- Johnson Drive at North Bank Drive
- Wells Road at Darling Road

Alternative Network
- Johnson Drive at North Bank Drive
- Wells Road at Darling Road
- Ventura Boulevard at North Bank Drive



2025 Intersection Capacity Utilization (ICU)
Scenario 4 (Baseline Network)

Figure 4-12-9

Source: Austin-Foust Associates, Inc., May 2005

Table 4.12-10
Roadway Improvements – Scenario 4

Location	*Improvement*
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes (a)
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR 126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR 126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR 126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane
II. Non-Committed	
1a. Streets (Alternative Network)	
Kimball Road (Telephone Road to North Bank Drive)	New four-lane roadway
North Bank Drive (Johnson Drive to Bristol Road)	New four-lane roadway
Ralston Street (Ramelli Avenue to Montgomery Avenue)	New two-lane roadway
2. Intersections (Baseline Network)	
15. Johnson Drive & Telephone Road	Add separate eastbound right-turn lane

Table 4.12-10
Roadway Improvements – Scenario 4

Location	***Improvement***
94. Johnson Drive at North Bank Drive	Add southbound right-turn lane
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
2a. Intersections (Alternative Network)	
94. Johnson Drive at North Bank Drive	Improve eastbound approach to provide two left-turn lanes, three through lanes and a separate right-turn lane, and improve westbound approach to provide three left-turn lanes and two through lanes
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
175. Ventura Boulevard at North Bank Drive	Add third eastbound through lane

(a) This widening is not needed in the Alternative Network for this scenario, which includes an extension of North Bank Drive from Johnson Drive to Bristol Road.

Table 4.12-11
2025 ICU Summary – Scenario 4

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.50	A	.54	A	--		--		.50	A	.53	A	--		--	
2. Victoria & Loma Vista	.58	A	.51	A	--		--		.59	A	.52	A	--		--	
3. Victoria & Telegraph	.64	B	.78	C	--		--		.64	B	.77	C	--		--	
4. Victoria & Woodland	.72	C	.57	A	--		--		.71	C	.57	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.57	A	.91	E	--		--		.56	A	.83	D	--		--	
6. Victoria & Thille	.53	A	.64	B	--		--		.52	A	.62	B	--		--	
7. Victoria & Telephone	.64	B	.77	C	--		--		.63	B	.72	C	--		--	
8. Victoria & Ralston	.71	C	.85	D	--		--		.69	B	.87	D	--		--	
10. Victoria & Moon	.60	A	.68	B	--		--		.58	A	.64	B	--		--	
14. Hill & Telephone	.57	A	.66	B	--		--		.53	A	.58	A	--		--	
15. Johnson & Telephone	.55	A	.92	E	.52	A	.85	D	.46	A	.66	B	--		--	
18. Seaward & US 101 NB Ramps (a)	.52	A	.61	B	--		--		.52	A	.61	B	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.55	A	.84	D	--		--		.55	A	.84	D	--		--	

Table 4.12-11
2025 ICU Summary – Scenario 4

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
20. Harbor & Olivas Park	.41	A	.78	C	--		--		.41	A	.78	C	--		--	
23. Mills & Loma Vista	.33	A	.43	A	--		--		.33	A	.42	A	--		--	
24. Mills & Telegraph	.49	A	.52	A	--		--		.49	A	.51	A	--		--	
25. Mills & Maple	.52	A	.50	A	--		--		.51	A	.50	A	--		--	
26. Mills & Dean	.54	A	.53	A	--		--		.54	A	.54	A	--		--	
27. Mills & Main	.69	B	.68	B	--		--		.67	B	.68	B	--		--	
28. US 101 NB Ramps & Main (a)	.78	C	.78	C	--		--		.77	C	.78	C	--		--	
29. SR 126 EB Ramps & Main (a)	.53	A	.62	B	--		--		.52	A	.62	B	--		--	
30. Callens & Main	.46	A	.66	B	--		--		.45	A	.65	B	--		--	
31. Donlon & Main	.57	A	.81	D	--		--		.56	A	.81	D	--		--	
32. Telephone & Main (a)	.62	B	.90	D	--		--		.62	B	.89	D	--		--	
33. US 101 NB Ramps & Telephone (a)	.56	A	.70	B	--		--		.56	A	.69	B	--		--	
34. Portola & Telephone	.36	A	.52	A	--		--		.35	A	.50	A	--		--	

Table 4.12-11
2025 ICU Summary – Scenario 4

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
35. Saratoga & Telephone	.31	A	.57	A	--		--		.31	A	.56	A	--		--	
38. Telephone & Market	.62	B	.72	C	--		--		.62	B	.72	C	--		--	
42. Telephone & McGrath	.29	A	.75	C	--		--		.29	A	.75	C	--		--	
45. Catalina & Main	.37	A	.34	A	--		--		.37	A	.33	A	--		--	
46. Seaward & Main	.55	A	.68	B	--		--		.55	A	.68	B	--		--	
47. Main & Loma Vista	.56	A	.54	A	--		--		.56	A	.53	A	--		--	
49. Main & Telegraph	.45	A	.63	B	--		--		.45	A	.62	B	--		--	
50. Emma & Main	.40	A	.44	A	--		--		.40	A	.44	A	--		--	
51. Lemon Grove & Main	.40	A	.42	A	--		--		.40	A	.42	A	--		--	
53. Kimball & Telephone	.75	C	.74	C	--		--		.63	B	.44	A	--		--	
55. Kimball & SR 126 EB Ramps (a)	.37	A	.33	A	--		--		.38	A	.34	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.81	D	.44	A	--		--		.84	D	.48	A	--		--	
58. Kimball & Telegraph	.25	A	.32	A	--		--		.25	A	.33	A	--		--	
60. Ramelli & Telephone	.45	A	.74	C	--		--		.35	A	.42	A	--		--	

Table 4.12-11
2025 ICU Summary – Scenario 4

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
61. Montgomery & Telephone	.61	B	.42	A	--		--		.52	A	.42	A	--		--	
63. Petit & Telephone	.46	A	.60	A	--		--		.49	A	.62	B	--		--	
65. Sanjon & Thompson	.47	A	.55	A	--		--		.47	A	.54	A	--		--	
68. Seaward & Thompson	.49	A	.61	B	--		--		.49	A	.61	B	--		--	
71. Sanjon & Harbor	.36	A	.69	B	--		--		.36	A	.69	B	--		--	
75. Ashwood & Telegraph	.30	A	.45	A	--		--		.29	A	.45	A	--		--	
77. Day & Telegraph	.43	A	.39	A	--		--		.44	A	.39	A	--		--	
85. Victoria & Olivas Park	.68	B	.82	D	--		--		.68	B	.83	D	--		--	
86. Telephone & Olivas Park	.56	A	.70	B	--		--		.56	A	.70	B	--		--	
91. Johnson & Ralston	.56	A	.62	B	--		--		.48	A	.60	A	--		--	
92. Johnson & Bristol	.79	C	.85	D	--		--		.66	B	.86	D	--		--	
94. Johnson & North Bank	.76	C	.91	E	.71	C	.87	D	.92	E	1.19	F	.77	C	.88	D
95. Bristol & Ramelli	.54	A	.37	A	--		--		.32	A	.29	A	--		--	
96. Montgomery & North Bank	.66	B	.47	A	--		--		.45	A	.39	A	--		--	

Table 4.12-11
2025 ICU Summary – Scenario 4

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
100. Saticoy & Telephone	.49	A	.48	A	--		--		.48	A	.49	A	--		--	
101. Saticoy & Telegraph	.49	A	.51	A	--		--		.48	A	.52	A	--		--	
102. Wells & Telegraph	.63	B	.62	B	--		--		.64	B	.62	B	--		--	
104. Wells & SR 126 EB Ramps (a)	.66	B	.74	C	--		--		.66	B	.74	C	--		--	
105. Wells & Darling	.69	B	1.06	F	.63	B	.89	D	.69	B	1.08	F	.63	B	.87	D
106. Wells & Telephone	.74	C	.73	C	--		--		.73	C	.73	C	--		--	
114. California & Thompson	.42	A	.46	A	--		--		.42	A	.46	A	--		--	
115. Chestnut & Thompson	.49	A	.57	A	--		--		.50	A	.55	A	--		--	
120. Ventura & Main	.42	A	.73	C	--		--		.41	A	.72	C	--		--	
132. Ventura & Stanley	.74	C	.87	D	--		--		.74	C	.87	D	--		--	
136. US 101 SB Ramps & Valentine (a)	.46	A	.54	A	--		--		.49	A	.55	A	--		--	
138. Johnson & US 101 SB Ramps (a)	.56	A	.91	E	--		--		.58	A	.87	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.83	D	.70	B	--		--		.81	D	.68	B	--		--	

Table 4.12-11
2025 ICU Summary – Scenario 4

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
161. Victoria & Valentine (a)	.73	C	.78	C	--		--		.70	B	.78	C	--		--	
162. California & Harbor	.28	A	.36	A	--		--		.28	A	.36	A	--		--	
163. Santa Clara & Main	.25	A	.29	A	--		--		.25	A	.29	A	--		--	
164. Seaward & Poli	.41	A	.49	A	--		--		.41	A	.50	A	--		--	
165. Seaward & Harbor	.58	A	.70	B	--		--		.58	A	.70	B	--		--	
166. College & Telegraph	.33	A	.40	A	--		--		.32	A	.38	A	--		--	
168. Day & Foothill	.74	C	.75	C	--		--		.74	C	.75	C	--		--	
169. Kimball & Foothill	.51	A	.45	A	--		--		.51	A	.48	A	--		--	
170. Petit & Foothill	.34	A	.18	A	--		--		.34	A	.18	A	--		--	
171. Saticoy & Foothill	.36	A	.31	A	--		--		.36	A	.31	A	--		--	
172. Wells & Foothill	.33	A	.25	A	--		--		.33	A	.25	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.89	D	.76	C	--		--		.87	D	.75	C	--		--	
174. Petit & Telegraph	.42	A	.26	A	--		--		.41	A	.27	A	--		--	
175. Ventura & North Bank (a)	.48	A	.95	E	--		--		.47	A	1.06	F	.47	A	.74	C

Table 4.12-11
2025 ICU Summary – Scenario 4

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
176. Saticoy & Darling	.37	A	.29	A	--		--		.36	A	.30	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.33	A	.49	A	--		--		.33	A	.49	A	--		--	
178. SR-33 Ramps & Stanley (a)	.68	B	.77	C	--		--		.68	B	.77	C	--		--	
179. SR-33 Ramps & Shell (a)	.96	E	.98	E	--		--		.96	E	.98	E	--		--	
180. Estates & Telegraph	.29	A	.40	A	--		--		.29	A	.40	A	--		--	
181. Ventura & Ramona	.33	A	.52	A	--		--		.33	A	.53	A	--		--	
182. Olive & Main	.55	A	.62	B	--		--		.55	A	.62	B	--		--	
190. Petit & North Bank	.22	A	.29	A	--		--		.22	A	.28	A	--		--	
191. Saticoy & North Bank	.08	A	.16	A	--		--		.08	A	.14	A	--		--	
192. Los Angeles & North Bank	.73	C	.86	D	--		--		.71	C	.85	D	--		--	
193. Saticoy & A St	.18	A	.13	A	--		--		.18	A	.12	A	--		--	
194. Wells & A St	.44	A	.42	A	--		--		.45	A	.41	A	--		--	
196. Ramelli & Ralston	--		--		--		--		.48	A	.57	A	--		--	

Table 4.12-11
2025 ICU Summary – Scenario 4

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
197. Kimball & Ralston	--		--		--		--		.26	A	.38	A	--		--	
198. Montgomery & Ralston	--		--		--		--		.25	A	.24	A	--		--	
199. Kimball & North Bank	--		--		--		--		.71	C	.64	B	--		--	

(a) LOS E (ICU less than or equal to 1.00) is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90) is the recommended performance standard for all other intersection locations.

Note: Gray shading denotes intersection locations that exceed the performance standard.

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

This scenario adds to the intensification and infill development of Scenario 1 by adding residential and non-residential development in the North Avenue and Western Cañada Larga expansion areas. The overall trip generation increase citywide through 2025 is estimated at 190,050 ADT under this scenario (see Table 3-13 of the traffic study in Appendix E). This represents an increase of 20.6% over existing conditions. ADTs for specific roadways are shown on Figure 3-14 of the traffic study in Appendix E.

Year 2025 ICUs are shown on Figure 4.12-10. To serve this scenario, it is anticipated that the following new roadway links would be added as an alternative to the Baseline Network along with selected intersection improvements:

1. Kimball Road extension from Johnson Drive to Bristol Road
2. Ralston Street extension from Ramelli Avenue to Montgomery Avenue
3. Cedar Street extension from Kellogg Street to Stanley Avenue
4. Stanley Avenue extension from Ventura Avenue to Cedar Street

Table 4.12-12 summarizes the overall roadway and intersection improvements for this scenario, and Table 4.12-13 lists the ICU values with Baseline improvements and with the recommended additional improvements.

Scenario 5 results in two locations that require additional (non-committed) improvements, with both deficiencies occurring under each network scenario (Baseline and Alternative). The deficient locations are as follows:

Baseline Network
- SR 33 Ramps at Shell Road
- Wells Road at Darling Road

Alternative Network
- SR 33 Ramps at Shell Road
- Wells Road at Darling Road

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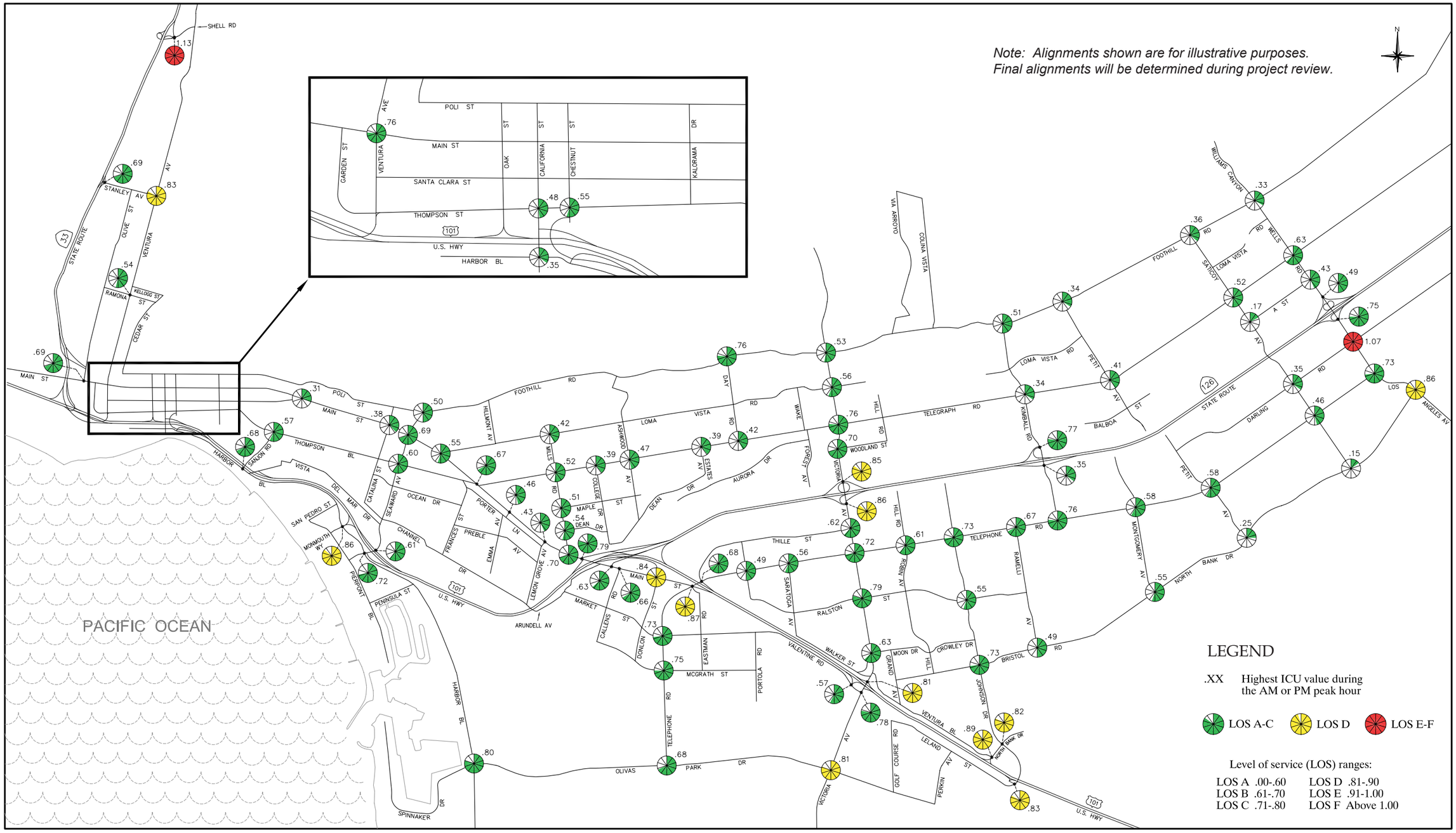


2025 Intersection Capacity Utilization (ICU)
Scenario 5 (Baseline Network)

Figure 4-12-10

Source: Austin-Foust Associates, Inc., May 2005

Table 4.12-12
Roadway Improvements – Scenario 5

Location	*Improvement*
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR 126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR 126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR 126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane
II. Non-Committed	
1a. Streets (Alternative Network)	
Cedar Street (Kellogg Street to Stanley Avenue)	New two-lane roadway
Kimball Road (Telephone Road to North Bank Drive)	New four-lane roadway
Ralston Street (Ramelli Avenue to Montgomery Avenue)	New two-lane roadway
Stanley Avenue (Cedar Street to Ventura Avenue)	New two-lane roadway

Table 4.12-12
Roadway Improvements – Scenario 5

Location	*Improvement*
2. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
179. SR-33 Ramps at Shell Road	Add southbound right-turn lane, second westbound through lane and separate westbound right-turn lane
2a. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
179. SR-33 Ramps at Shell Road	Add southbound right-turn lane, second westbound through lane and separate westbound right-turn lane

Table 4.12-13
2025 ICU Summary – Scenario 5

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.49	A	.53	A	--		--		.49	A	.53	A	--		--	
2. Victoria & Loma Vista	.56	A	.50	A	--		--		.57	A	.51	A	--		--	
3. Victoria & Telegraph	.63	B	.76	C	--		--		.62	B	.76	C	--		--	
4. Victoria & Woodland	.70	B	.56	A	--		--		.70	B	.55	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.59	A	.86	D	--		--		.58	A	.85	D	--		--	
6. Victoria & Thille	.52	A	.62	B	--		--		.51	A	.61	B	--		--	
7. Victoria & Telephone	.63	B	.72	C	--		--		.61	B	.71	C	--		--	
8. Victoria & Ralston	.67	B	.79	C	--		--		.71	C	.82	D	--		--	
10. Victoria & Moon	.55	A	.63	B	--		--		.57	A	.61	B	--		--	
14. Hill & Telephone	.53	A	.61	B	--		--		.53	A	.60	A	--		--	
15. Johnson & Telephone	.48	A	.73	C	--		--		.48	A	.73	C	--		--	
18. Seaward & US 101 NB Ramps (a)	.53	A	.61	B	--		--		.53	A	.59	A	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.56	A	.86	D	--		--		.55	A	.88	D	--		--	
20. Harbor & Olivas Park	.43	A	.80	C	--		--		.43	A	.80	C	--		--	

Table 4.12-13
2025 ICU Summary – Scenario 5

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
23. Mills & Loma Vista	.33	A	.42	A	--		--		.33	A	.42	A	--		--	
24. Mills & Telegraph	.48	A	.52	A	--		--		.48	A	.50	A	--		--	
25. Mills & Maple	.51	A	.50	A	--		--		.51	A	.50	A	--		--	
26. Mills & Dean	.53	A	.54	A	--		--		.53	A	.54	A	--		--	
27. Mills & Main	.68	B	.70	B	--		--		.68	B	.70	B	--		--	
28. US 101 NB Ramps & Main (a)	.78	C	.79	C	--		--		.78	C	.79	C	--		--	
29. SR 126 EB Ramps & Main (a)	.53	A	.63	B	--		--		.53	A	.62	B	--		--	
30. Callens & Main	.46	A	.66	B	--		--		.46	A	.66	B	--		--	
31. Donlon & Main	.56	A	.84	D	--		--		.56	A	.83	D	--		--	
32. Telephone & Main (a)	.62	B	.87	D	--		--		.62	B	.87	D	--		--	
33. US 101 NB Ramps & Telephone (a)	.55	A	.68	B	--		--		.56	A	.68	B	--		--	
34. Portola & Telephone	.35	A	.49	A	--		--		.35	A	.49	A	--		--	
35. Saratoga & Telephone	.30	A	.56	A	--		--		.30	A	.56	A	--		--	
38. Telephone & Market	.61	B	.73	C	--		--		.61	B	.72	C	--		--	
42. Telephone & McGrath	.29	A	.75	C	--		--		.29	A	.75	C	--		--	

Table 4.12-13
2025 ICU Summary – Scenario 5

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
45. Catalina & Main	.38	A	.34	A	--		--		.38	A	.33	A	--		--	
46. Seaward & Main	.56	A	.69	B	--		--		.56	A	.68	B	--		--	
47. Main & Loma Vista	.55	A	.53	A	--		--		.56	A	.52	A	--		--	
49. Main & Telegraph	.45	A	.67	B	--		--		.45	A	.67	B	--		--	
50. Emma & Main	.41	A	.46	A	--		--		.41	A	.46	A	--		--	
51. Lemon Grove & Main	.40	A	.43	A	--		--		.40	A	.43	A	--		--	
53. Kimball & Telephone	.76	C	.67	B	--		--		.66	B	.44	A	--		--	
55. Kimball & SR 126 EB Ramps (a)	.35	A	.33	A	--		--		.38	A	.33	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.77	C	.39	A	--		--		.85	D	.40	A	--		--	
58. Kimball & Telegraph	.24	A	.34	A	--		--		.24	A	.35	A	--		--	
60. Ramelli & Telephone	.38	A	.67	B	--		--		.35	A	.38	A	--		--	
61. Montgomery & Telephone	.58	A	.35	A	--		--		.56	A	.39	A	--		--	
63. Petit & Telephone	.46	A	.58	A	--		--		.46	A	.56	A	--		--	
65. Sanjon & Thompson	.48	A	.57	A	--		--		.49	A	.57	A	--		--	
68. Seaward & Thompson	.50	A	.60	A	--		--		.49	A	.59	A	--		--	

Table 4.12-13
2025 ICU Summary – Scenario 5

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
71. Sanjon & Harbor	.35	A	.68	B	--		--		.35	A	.70	B	--		--	
75. Ashwood & Telegraph	.29	A	.47	A	--		--		.29	A	.47	A	--		--	
77. Day & Telegraph	.42	A	.39	A	--		--		.42	A	.39	A	--		--	
85. Victoria & Olivas Park	.66	B	.81	D	--		--		.66	B	.81	D	--		--	
86. Telephone & Olivas Park	.56	A	.68	B	--		--		.56	A	.68	B	--		--	
91. Johnson & Ralston	.46	A	.55	A	--		--		.67	B	.89	D	--		--	
92. Johnson & Bristol	.70	B	.73	C	--		--		.72	C	.69	B	--		--	
94. Johnson & North Bank	.69	B	.82	D	--		--		.70	B	.82	D	--		--	
95. Bristol & Ramelli	.49	A	.27	A	--		--		.49	A	.31	A	--		--	
96. Montgomery & North Bank	.55	A	.48	A	--		--		.46	A	.32	A	--		--	
100. Saticoy & Telephone	.46	A	.46	A	--		--		.47	A	.45	A	--		--	
101. Saticoy & Telegraph	.47	A	.52	A	--		--		.48	A	.52	A	--		--	
102. Wells & Telegraph	.63	B	.62	B	--		--		.65	B	.62	B	--		--	
104. Wells & SR 126 EB Ramps (a)	.67	B	.75	C	--		--		.66	B	.76	C	--		--	
105. Wells & Darling	.70	B	1.07	F	.64	B	.88	D	.69	B	1.07	F	.63	B	.88	D

Table 4.12-13
2025 ICU Summary – Scenario 5

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
106. Wells & Telephone	.73	C	.73	C	--		--		.73	C	.71	C	--		--	
114. California & Thompson	.44	A	.48	A	--		--		.43	A	.51	A	--		--	
115. Chestnut & Thompson	.51	A	.55	A	--		--		.54	A	.59	A	--		--	
120. Ventura & Main	.43	A	.76	C	--		--		.39	A	.71	C	--		--	
132. Ventura & Stanley	.68	B	.83	D	--		--		.61	B	.62	B	--		--	
136. US 101 SB Ramps & Valentine (a)	.49	A	.57	A	--		--		.49	A	.56	A	--		--	
138. Johnson & US 101 SB Ramps (a)	.57	A	.83	D	--		--		.57	A	.83	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.81	D	.67	B	--		--		.80	C	.67	B	--		--	
161. Victoria & Valentine (a)	.68	B	.78	C	--		--		.68	B	.78	C	--		--	
162. California & Harbor	.29	A	.35	A	--		--		.29	A	.41	A	--		--	
163. Santa Clara & Main	.26	A	.31	A	--		--		.26	A	.30	A	--		--	
164. Seaward & Poli	.41	A	.50	A	--		--		.41	A	.50	A	--		--	
165. Seaward & Harbor	.60	A	.72	C	--		--		.59	A	.71	C	--		--	
166. College & Telegraph	.34	A	.39	A	--		--		.33	A	.40	A	--		--	
168. Day & Foothill	.74	C	.76	C	--		--		.73	C	.76	C	--		--	

Table 4.12-13
2025 ICU Summary – Scenario 5

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
169. Kimball & Foothill	.51	A	.44	A	--		--		.51	A	.45	A	--		--	
170. Petit & Foothill	.34	A	.18	A	--		--		.34	A	.18	A	--		--	
171. Saticoy & Foothill	.36	A	.30	A	--		--		.36	A	.31	A	--		--	
172. Wells & Foothill	.33	A	.26	A	--		--		.33	A	.25	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.85	D	.73	C	--		--		.80	C	.73	C	--		--	
174. Petit & Telegraph	.41	A	.28	A	--		--		.41	A	.28	A	--		--	
175. Ventura & North Bank (a)	.42	A	.89	D	--		--		.42	A	.89	D	--		--	
176. Saticoy & Darling	.35	A	.29	A	--		--		.35	A	.28	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.33	A	.49	A	--		--		.33	A	.49	A	--		--	
178. SR-33 Ramps & Stanley (a)	.64	B	.69	B	--		--		.61	B	.62	B	--		--	
179. SR-33 Ramps & Shell (a)	1.13	F	1.11	F	.80	C	.78	C	1.12	F	1.10	F	.80	C	.76	C
180. Estates & Telegraph	.28	A	.39	A	--		--		.28	A	.39	A	--		--	
181. Ventura & Ramona	.36	A	.54	A	--		--		.33	A	.39	A	--		--	
182. Olive & Main	.63	B	.69	B	--		--		.61	B	.67	B	--		--	

Table 4.12-13
2025 ICU Summary – Scenario 5

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
190. Petit & North Bank	.20	A	.25	A	--		--		.21	A	.22	A	--		--	
191. Saticoy & North Bank	.08	A	.15	A	--		--		.08	A	.14	A	--		--	
192. Los Angeles & North Bank	.72	C	.86	D	--		--		.71	C	.86	D	--		--	
193. Saticoy & A St	.17	A	.13	A	--		--		.17	A	.13	A	--		--	
194. Wells & A St	.43	A	.41	A	--		--		.44	A	.41	A	--		--	
196. Ramelli & Ralston	--		--		--		--		.39	A	.48	A	--		--	
197. Kimball & Ralston	--		--		--		--		.32	A	.44	A	--		--	
198. Montgomery & Ralston	--		--		--		--		.22	A	.17	A	--		--	
199. Kimball & North Bank	--		--		--		--		.44	A	.47	A	--		--	

(a) LOS E (ICU less than or equal to 1.00) is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90) is the recommended performance standard for all other intersection locations.

Note: Gray shading denotes intersection locations that exceed the performance standard.

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

This scenario adds to the intensification and infill development of Scenario 1 by adding residential and non-residential development in the North Avenue and Poinsettia expansion areas. The overall trip generation increase citywide through 2025 is estimated at 199,936 ADT under this scenario (see Table 3-16 of the traffic study in Appendix E). This represents an increase of 21.7% over existing conditions. ADTs for specific roadways are shown on Figure 3-17 of the traffic study in Appendix E.

Year 2025 ICUs are shown on Figure 4.12-11. To serve this scenario, it is anticipated that the following new roadway links would be added as an alternative to the Baseline Network along with selected intersection improvements:

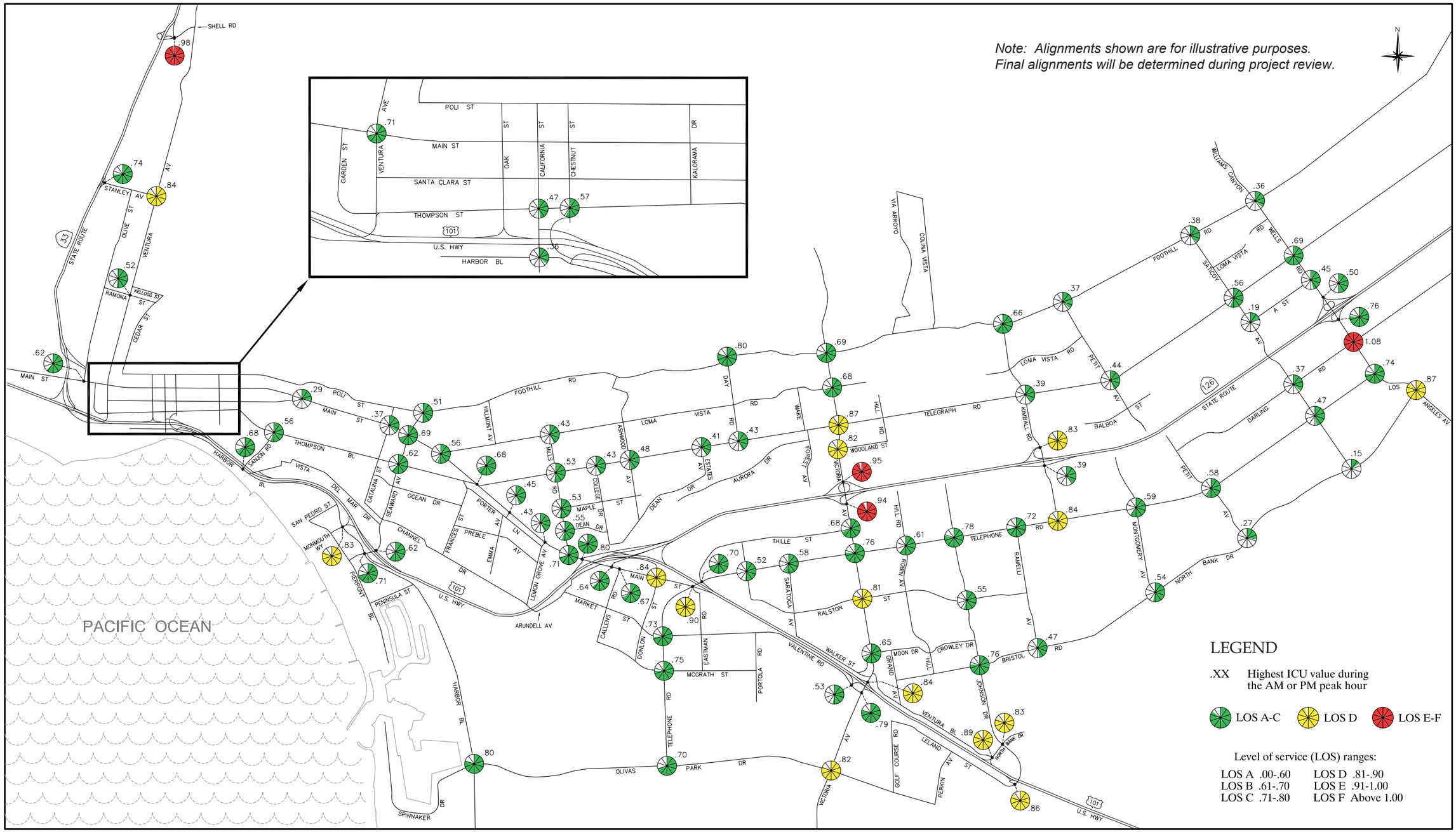
1. Johnson Drive extension from SR 126 to Foothill Road
2. Loma Vista Road extension from Victoria Avenue to Kimball Road
3. Woodland Street extension from Hill Road to Johnson Drive

Table 4.12-14 summarizes the overall roadway and intersection improvements for this scenario, and Table 4.12-15 lists the ICU values with Baseline improvements and with the recommended additional improvements.

Scenario 6 results in one location that will require additional (non-committed) improvements, with the deficiency occurring under both network scenarios (Baseline and Alternative). The deficient location is as follows:

Baseline Network
- Wells Road at Darling Road

Alternative Network
- Wells Road at Darling Road



2025 Intersection Capacity Utilization (ICU)
Scenario 6 (Baseline Network)

Figure 4-12-11

Source: Austin-Foust Associates, Inc., May 2005

Table 4.12-14
Roadway Improvements – Scenario 6

Location	*Improvement*
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR 126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR 126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR 126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane
II. Non-Committed	
1a. Streets (Alternative Network)	
Johnson Drive (Current terminus to Telegraph Road)	New four-lane roadway
Johnson Drive (Telegraph Road to Foothill Road)	New two-lane roadway
Loma Vista Road (Kimball Road to Victoria Avenue)	New two-lane roadway
Woodland Street (Hill Road to Johnson Drive)	New two-lane roadway

Table 4.12-14
Roadway Improvements – Scenario 6

Location	*Improvement*
2. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
2a. Intersections (Alternative Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane

Table 4.12-15
2025 ICU Summary – Scenario 6

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.53	A	.69	B	--		--		.53	A	.56	A	--		--	
2. Victoria & Loma Vista	.68	B	.61	B	--		--		.56	A	.57	A	--		--	
3. Victoria & Telegraph	.74	C	.87	D	--		--		.56	A	.75	C	--		--	
4. Victoria & Woodland	.82	D	.77	C	--		--		.65	B	.51	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.64	B	.94	E	--		--		.48	A	.70	B	--		--	
6. Victoria & Thille	.57	A	.68	B	--		--		.47	A	.57	A	--		--	
7. Victoria & Telephone	.64	B	.76	C	--		--		.61	B	.78	C	--		--	
8. Victoria & Ralston	.73	C	.81	D	--		--		.75	C	.80	C	--		--	
10. Victoria & Moon	.60	A	.65	B	--		--		.56	A	.61	B	--		--	
14. Hill & Telephone	.53	A	.61	B	--		--		.69	B	.66	B	--		--	
15. Johnson & Telephone	.50	A	.78	C	--		--		.73	C	.79	C	--		--	
18. Seaward & US 101 NB Ramps (a)	.52	A	.62	B	--		--		.52	A	.61	B	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.55	A	.83	D	--		--		.55	A	.81	D	--		--	
20. Harbor & Olivas Park	.41	A	.80	C	--		--		.41	A	.79	C	--		--	

Table 4.12-15
2025 ICU Summary – Scenario 6

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
23. Mills & Loma Vista	.35	A	.43	A	--		--		.34	A	.43	A	--		--	
24. Mills & Telegraph	.49	A	.53	A	--		--		.49	A	.51	A	--		--	
25. Mills & Maple	.53	A	.51	A	--		--		.51	A	.48	A	--		--	
26. Mills & Dean	.55	A	.53	A	--		--		.53	A	.56	A	--		--	
27. Mills & Main	.69	B	.71	C	--		--		.66	B	.69	B	--		--	
28. US 101 NB Ramps & Main (a)	.79	C	.80	C	--		--		.76	C	.78	C	--		--	
29. SR 126 EB Ramps & Main (a)	.54	A	.64	B	--		--		.51	A	.61	B	--		--	
30. Callens & Main	.46	A	.67	B	--		--		.44	A	.63	B	--		--	
31. Donlon & Main	.55	A	.84	D	--		--		.54	A	.81	D	--		--	
32. Telephone & Main (a)	.62	B	.90	D	--		--		.64	B	.93	E	--		--	
33. US 101 NB Ramps & Telephone (a)	.56	A	.70	B	--		--		.56	A	.70	B	--		--	
34. Portola & Telephone	.36	A	.52	A	--		--		.36	A	.52	A	--		--	
35. Saratoga & Telephone	.30	A	.58	A	--		--		.33	A	.57	A	--		--	
38. Telephone & Market	.65	B	.73	C	--		--		.63	B	.74	C	--		--	
42. Telephone & McGrath	.29	A	.75	C	--		--		.28	A	.74	C	--		--	

Table 4.12-15
2025 ICU Summary – Scenario 6

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
45. Catalina & Main	.37	A	.34	A	--		--		.37	A	.33	A	--		--	
46. Seaward & Main	.55	A	.69	B	--		--		.56	A	.70	B	--		--	
47. Main & Loma Vista	.56	A	.55	A	--		--		.55	A	.56	A	--		--	
49. Main & Telegraph	.45	A	.68	B	--		--		.45	A	.65	B	--		--	
50. Emma & Main	.40	A	.45	A	--		--		.40	A	.44	A	--		--	
51. Lemon Grove & Main	.39	A	.43	A	--		--		.39	A	.42	A	--		--	
53. Kimball & Telephone	.84	D	.71	C	--		--		.66	B	.53	A	--		--	
55. Kimball & SR 126 EB Ramps (a)	.39	A	.38	A	--		--		.31	A	.24	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.83	D	.43	A	--		--		.71	C	.35	A	--		--	
58. Kimball & Telegraph	.30	A	.39	A	--		--		.26	A	.35	A	--		--	
60. Ramelli & Telephone	.39	A	.72	C	--		--		.33	A	.56	A	--		--	
61. Montgomery & Telephone	.59	A	.34	A	--		--		.58	A	.35	A	--		--	
63. Petit & Telephone	.44	A	.58	A	--		--		.44	A	.59	A	--		--	
65. Sanjon & Thompson	.49	A	.56	A	--		--		.47	A	.55	A	--		--	
68. Seaward & Thompson	.50	A	.62	B	--		--		.49	A	.60	A	--		--	

Table 4.12-15
2025 ICU Summary – Scenario 6

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
71. Sanjon & Harbor	.36	A	.68	B	--		--		.36	A	.67	B	--		--	
75. Ashwood & Telegraph	.31	A	.48	A	--		--		.32	A	.48	A	--		--	
77. Day & Telegraph	.43	A	.41	A	--		--		.43	A	.41	A	--		--	
85. Victoria & Olivas Park	.68	B	.82	D	--		--		.70	B	.81	D	--		--	
86. Telephone & Olivas Park	.56	A	.70	B	--		--		.56	A	.66	B	--		--	
91. Johnson & Ralston	.53	A	.55	A	--		--		.54	A	.63	B	--		--	
92. Johnson & Bristol	.72	C	.76	C	--		--		.66	B	.85	D	--		--	
94. Johnson & North Bank	.72	C	.83	D	--		--		.72	C	.89	D	--		--	
95. Bristol & Ramelli	.47	A	.28	A	--		--		.53	A	.31	A	--		--	
96. Montgomery & North Bank	.54	A	.47	A	--		--		.54	A	.47	A	--		--	
100. Saticoy & Telephone	.47	A	.45	A	--		--		.45	A	.46	A	--		--	
101. Saticoy & Telegraph	.51	A	.56	A	--		--		.48	A	.51	A	--		--	
102. Wells & Telegraph	.68	B	.69	B	--		--		.63	B	.60	A	--		--	
104. Wells & SR 126 EB Ramps (a)	.67	B	.76	C	--		--		.67	B	.78	C	--		--	
105. Wells & Darling	.70	B	1.08	F	.64	B	.89	D	.69	B	1.08	F	.66	B	.89	D

Table 4.12-15
2025 ICU Summary – Scenario 6

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
106. Wells & Telephone	.73	C	.74	C	--		--		.72	C	.73	C	--		--	
114. California & Thompson	.42	A	.47	A	--		--		.41	A	.48	A	--		--	
115. Chestnut & Thompson	.49	A	.57	A	--		--		.47	A	.57	A	--		--	
120. Ventura & Main	.41	A	.71	C	--		--		.40	A	.72	C	--		--	
132. Ventura & Stanley	.74	C	.84	D	--		--		.74	C	.84	D	--		--	
136. US 101 SB Ramps & Valentine (a)	.45	A	.53	A	--		--		.47	A	.53	A	--		--	
138. Johnson & US 101 SB Ramps (a)	.56	A	.86	D	--		--		.52	A	.84	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.84	D	.70	B	--		--		.82	D	.69	B	--		--	
161. Victoria & Valentine (a)	.71	C	.79	C	--		--		.71	C	.78	C	--		--	
162. California & Harbor	.27	A	.36	A	--		--		.28	A	.36	A	--		--	
163. Santa Clara & Main	.25	A	.29	A	--		--		.25	A	.29	A	--		--	
164. Seaward & Poli	.44	A	.51	A	--		--		.42	A	.49	A	--		--	
165. Seaward & Harbor	.57	A	.71	C	--		--		.57	A	.71	C	--		--	
166. College & Telegraph	.36	A	.43	A	--		--		.33	A	.43	A	--		--	
168. Day & Foothill	.80	C	.78	C	--		--		.80	C	.79	C	--		--	

Table 4.12-15
2025 ICU Summary – Scenario 6

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
169. Kimball & Foothill	.63	B	.66	B	--		--		.55	A	.43	A	--		--	
170. Petit & Foothill	.37	A	.20	A	--		--		.39	A	.22	A	--		--	
171. Saticoy & Foothill	.38	A	.33	A	--		--		.42	A	.35	A	--		--	
172. Wells & Foothill	.36	A	.28	A	--		--		.37	A	.27	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.95	E	.87	D	--		--		.80	C	.70	B	--		--	
174. Petit & Telegraph	.44	A	.28	A	--		--		.46	A	.27	A	--		--	
175. Ventura & North Bank (a)	.42	A	.89	D	--		--		.43	A	.95	E	--		--	
176. Saticoy & Darling	.37	A	.28	A	--		--		.34	A	.26	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.34	A	.50	A	--		--		.33	A	.47	A	--		--	
178. SR-33 Ramps & Stanley (a)	.67	B	.74	C	--		--		.67	B	.74	C	--		--	
179. SR-33 Ramps & Shell (a)	.96	E	.98	E	--		--		.96	E	.98	E	--		--	
180. Estates & Telegraph	.27	A	.41	A	--		--		.28	A	.41	A	--		--	
181. Ventura & Ramona	.33	A	.52	A	--		--		.33	A	.50	A	--		--	
182. Olive & Main St	.53	A	.62	B	--		--		.53	A	.61	B	--		--	

Table 4.12-15
2025 ICU Summary – Scenario 6

Intersection	Baseline Network								Alternative Network							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements (including non-committed alternative network streets)				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
190. Petit Av & North Bank Dr	.20	A	.27	A	--		--		.19	A	.26	A	--		--	
191. Saticoy Av & North Bank Dr	.08	A	.15	A	--		--		.08	A	.15	A	--		--	
192. Los Angeles Av & North Bank	.72	C	.87	D	--		--		.71	C	.86	D	--		--	
193. Saticoy Av & A St	.19	A	.13	A	--		--		.18	A	.12	A	--		--	
194. Wells Rd & A St	.45	A	.42	A	--		--		.40	A	.41	A	--		--	
205. Johnson & Woodland	--		--		--		--		.66	B	.69	B	--		--	
206. Johnson & Telegraph	--		--		--		--		.78	C	.68	B	--		--	
207. Johnson & Loma Vista	--		--		--		--		.32	A	.49	A	--		--	
208. Johnson & Foothill	--		--		--		--		.52	A	.63	B	--		--	

(a) LOS E (ICU less than or equal to 1.00) is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90) is the recommended performance standard for all other intersection locations.

Note: Gray shading denotes intersection locations that exceed the performance standard.

MITIGATION MEASURES

The 2005 General Plan includes the following actions intended to maintain and improve traffic circulation in the Planning Area.

Action 4.2	*Develop a prioritized list of projects needed to improve safety for all travel modes and provide needed connections and multiple route options.*
Action 4.5	*Utilize existing roadways to meet mobility needs, and only consider widening roads when other alternatives are not feasible.*
Action 4.7	*Update the traffic mitigation fee program to fund necessary citywide circulation system and mobility improvements needed in conjunction with new development.*
Action 4.10	*Modify traffic signal timing to ensure safety and minimize delay for all users.*

In addition, as discussed in the *Setting* and in subsection a of the Impact Analysis ("Methodology and Significance Thresholds"), 2005 General Plan Action 4.11 directs the City to "refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates." Although no specific level of service (LOS) is defined in the 2005 General Plan, the local Congestion Management Program (CMP) establishes a minimum LOS of E for CMP intersections. Using this a guide, the analysis contained in this EIR uses LOS standards of "E" (ICU not to exceed 1.00) for freeway ramp intersections and "D" (ICU not to exceed .90) for all other Principal Intersections. This represents a relaxation of the current Comprehensive Plan standards of LOS "C" citywide and LOS "D" for intersections along Ventura Avenue. This relaxation of standards is consistent with the overall circulation goal of reducing dependence on the automobile and improving opportunities for other modes of transportation. However, it should be recognized that this relaxation of standards would allow for higher levels of traffic congestion at City intersections before implementing improvements to ease congestion.

As discussed in the "Impact Analysis," certain intersections within the Planning Area are projected to experience levels of service below the performance standards used for this analysis (LOS "D" or "E" depending on the location. The discussion for each of the scenarios identifies specific locations where deficiencies are projected to occur and specific feasible improvements that could be implemented at those intersections to achieve the level of service standards. For Scenarios 1, 3, 4, 5, and 6, feasible improvements are available to achieve performance standards at all intersections. For Scenario 2, feasible improvements are available for all of the intersections other than the Johnson Drive/North Bank Drive intersection. However, even with implementation of feasible improvements, that intersection would not meet the performance standard of LOS D. Therefore, the impact at that location is considered unavoidably significant under Scenario 2.

Because the analysis of Year 2025 impacts is out of necessity based upon predictions about the level of development that will occur and where such development will be, it cannot be determined with certainty which of the identified improvements which actually be needed over the next 20 years. As such, it would not be appropriate to adopt actual physical improvements

at this time. Rather, the purpose of the EIR analysis is to determine whether mitigation is possible, if actually needed in the future.

To provide a mechanism for addressing impacts as they occur and implementing the improvements identified in this EIR (or other feasible improvements that achieve the same objectives) as needed, the following measure is required:

TC-1 **Additional Circulation Actions.** The following actions shall be added to the 2005 General Plan to ensure that traffic impacts of future developments are addressed and mitigated:

- Require project proponents to analyze traffic impacts and implement mitigation as appropriate prior to development. Depending upon the nature of the impacts and improvements needed, mitigation may either consist of implementing needed physical improvements, contributing "fair share" fee toward implementation of needed improvements, or some combination thereof.
- Update the traffic mitigation fee program to fund necessary citywide circulation and mobility system improvements needed in conjunction with new development.

SIGNIFICANCE AFTER MITIGATION

Implementation of the above action would provide a mechanism for implementation of transportation system improvements as needed. Thus, impacts would be reduced to a less than significant level for Scenarios 1, 3, 4, 5, and 6. However, as noted above, the level of service at the Johnson Drive/North Bank Drive is not projected to meet the performance standard of LOS D under Scenario 2. Therefore, the impact at that location is considered unavoidably significant for Scenario 2.

The identified roadway system improvements primarily consist of re-striping of existing roads and addition of lanes at specific intersections. In most locations, improvements would not require the acquisition of additional right-of-way and would generally have only minor secondary effects. However, at certain locations, additional right-of-way may be needed. In addition, at a limited number of locations, road extensions or widenings are anticipated. For example, under any scenario, it is anticipated that A Street would be built between Saticoy Avenue and Wells Road, Hill Road would be extended from Moon Drive to Ralston Street, North Bank Drive would be extended to Wells Road, and Thille Street would be extended to Telephone Road. In addition, it is anticipated that Victoria Avenue from U.S. 101 to the southern City limit would be widened to six lanes and Wells Road would be widened (from two to four lanes north of SR 126 and from four to six lanes south of SR 126). These types of improvements may cause temporary traffic disruption and minor land disturbances, though it is anticipated that they can be implemented without significant secondary effects.

It should again be noted that it is anticipated that implementation of the 2005 General Plan will involve a relaxation of current level of service standards. This would minimize secondary

impacts relating to the construction of roadway improvements, but would allow for higher levels of traffic congestion than would be anticipated under the current level of service standards.

Impact TC-2	**Implementation of any of the 2005 General Plan land use scenarios would be expected to generally enhance the use of alternative transportation modes, including transit, bicycling, and walking. Impacts relating to alternative transportation are considered Class IV, *beneficial*, under any scenario.**

The 2005 General Plan includes a range of policies and actions aimed at enhancement of alternative transportation mode opportunities throughout the Planning Area. These include:

Policy 4A	*Ensure that the transportation system is safe and easily accessible to all travelers.*
Action 4.2	*Develop a prioritized list of projects needed to improve safety for all travel modes and provide needed connections and multiple route options.*
Action 4.3	*Provide transportation services that meet the special mobility needs of the community including youth, elderly, and disabled persons.*
Action 4.6	*Require new development to be designed with interconnected transportation modes and routes.*
Action 4.8	*Implement the City's Neighborhood Traffic Management Program and update as necessary to improve livability in residential areas.*
Action 4.11	*Refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates.*
Action 4.12	*Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.*
Policy 4B	*Help reduce dependence on the automobile.*
Action 4.14	*Provide development incentives to encourage projects that reduce automobile trips.*
Action 4.15	*Encourage the placement of facilities that house or serve elderly, disabled, or socioeconomically disadvantaged persons in areas with existing public transportation services and pedestrian and bicycle amenities.*
Action 4.16	*Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.*
Action 4.17	*Prepare and periodically update a Mobility Plan that integrates a variety of travel alternatives to minimize reliance on any single mode.*
Action 4.18	*Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.*

Action 4.19 *Adopt new development code provisions that establish vehicle trip reduction requirements for all development.*

Action 4.20 *Develop a transportation demand management program to shift travel behavior toward alternative modes and services.*

Action 4.21 *Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.*

Action 4.22 *Update the General Bikeway Plan as needed to encourage bicycle use as a viable transportation alternative to the automobile and include the bikeway plan as part of a new Mobility Plan.*

Action 4.23 *Upgrade and add bicycle lanes when conducting roadway maintenance as feasible.*

Action 4.24 *Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons.*

Action 4.25 *Adopt new development code provisions that require the construction of sidewalks in all future projects, where appropriate.*

Policy 4C *Increase transit efficiency and options.*

Action 4.28 *Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership.*

Action 4.29 *Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike.*

Action 4.30 *Work with public transit agencies to provide information to riders at transit stops, libraries, lodging, and event facilities.*

Action 4.31 *Work with public and private transit providers to enhance public transit service.*

Action 4.32 *Coordinate with public transit systems for the provision of additional routes as demand and funding allow.*

Action 4.33 *Work with Amtrak, Metrolink, and Union Pacific to maximize efficiency of passenger and freight rail service to the City and to integrate and coordinate passenger rail service with other transportation modes.*

Action 4.34 *Lobby for additional transportation funding and changes to Federal, State, and regional transportation policy that support local decision-making.*

All of the General Plan land use scenarios emphasize intensification and reuse of already developed areas of the City prior to the conversion of agricultural or open space lands at the City's periphery, focusing future development in particular on the districts and corridors identified on Figures 2-3 through 2-8 in Section 2.0, *Project Description*. Higher intensity land use patterns are generally supportive of alternative transportation since residences, employment centers, and services are generally closer together. Research indicates that in compact neighborhoods, where destinations are nearer to one another, people are more willing to walk, bicycle and ride transit. According to one study, every time a neighborhood doubles in

compactness, the number of vehicle trips residents make is reduced by 20% to 30% (Holtzclaw, 1991).

Implementation of the policies and actions included in the 2005 General Plan is expected to improve the availability of sidewalks, bike paths, and transit over time. By making these transportation alternatives more attractive, General Plan implementation is expected to foster a gradual transition toward greater use of alternatives to the single-occupant automobile.

The districts and corridors where development is to be emphasized under any of the land use scenarios are generally located along or in close proximity to existing SCAT bus routes (see Figure 4.12-3). Similarly, all of the expansion areas included in Scenarios 2-6 are located along existing SCAT bus routes, as follows:

- *North Avenue – Routes 6B, and 16*
- *Olivas – Route 12*
- *Serra – Routes 10/11*
- *Western Cañada Larga – Routes 6B and 16*
- *Poinsettia – Routes 10/11*

Any of the land use scenarios would emphasize development that could be served by existing alternative transportation and it is anticipated that the type of development envisioned, in combination with implementation of proposed General Plan policies and actions, would enhance alternative transportation mode opportunities under any scenarios. Consequently, conflicts with policies relating to alternative transportation are not anticipated. As discussed in Section 4.14, *Land Use and Planning*, any of the land use scenarios could also be found to be consistent with relevant alternative transportation policies of the Southern California Association of Governments' Regional Comprehensive Plan and Guide.

MITIGATION MEASURES

None required.

SIGNIFICANCE AFTER MITIGATION

Implementation of any of the 2005 General Plan land use scenarios is expected to generally enhance opportunities for the use of alternative transportation.

Impact TC-3	**None of the 2005 General Plan land use scenarios would accommodate design features that would create traffic hazards. The placement of new residential development along highly traveled thoroughfares may incrementally increase hazards for pedestrians; however, implementation of proposed policies relating to traffic calming and improving walkability would reduce such impacts to a Class III, *less than significant*, level for any of the General Plan land use scenarios.**

By emphasizing intensification and reuse of developed areas of the City, any of the General Plan land use scenarios would accommodate new mixed use and residential development along relatively highly traveled corridors. Among the corridors anticipated to accommodate substantial new mixed use development are Main Street, Thompson Boulevard, Ventura Avenue, and Telegraph Road. Other heavily traveled roads throughout the City may also accommodate new mixed use development, though likely to a lesser degree.

The placement of residences along main travel corridors is expected to generally increase pedestrian activity in these areas, with the potential for increased hazards for pedestrians. However, the 2005 General Plan includes a range of policies and actions specifically intended to enhance the walkability of neighborhoods and corridors throughout the Planning Area. These include Policy 4A and Actions 4.11, 4.12, 4.24, and 4.25 listed under Impact TC-2 as well as the following:

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

Action 3.23 *Develop and adopt a form-based Development Code that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation.*

Implementation of proposed policies and actions, in combination with continued application of standard safety requirements and ongoing City programs described in the *Setting* (lowering of speed limits, re-striping of streets, neighborhood traffic management and calming) is expected to generally improve overall safety conditions for pedestrians throughout the Planning Area. Implementation of General Plan policies, actions, and ongoing City programs on any future development in any of the potential expansion areas would also minimize traffic-related hazards associated with the development of those areas. Therefore, significant traffic safety impacts are not anticipated for any of the 2005 General Plan land use scenarios.

MITIGATION MEASURES

None required.

SIGNIFICANCE AFTER MITIGATION

Impacts relating to traffic hazards would be less than significant for any of the 2005 General Plan land use scenarios.

Impact TC-4 **None of the 2005 General Plan land use scenarios would affect air traffic patterns. Impacts relating to air traffic are considered Class III, *less than significant*, under any scenario.**

No airports are located within the Ventura Planning Area. The nearest airports are Oxnard Airport (more than two miles from the southern boundary of the Planning Area), Santa Paula

Airport (more than six miles from the eastern boundary of the Planning Area), and Camarillo Airport (approximately five miles from the southern boundary of the Planning Area). Development within the Ventura Planning Area would not affect air traffic at any of these facilities or at any other airports within the region. Impacts to air traffic would not be significant under any of the General Plan land use scenarios.

MITIGATION MEASURES

None required.

SIGNIFICANCE AFTER MITIGATION

Impacts to air traffic would be less than significant for any of the 2005 General Plan land use scenarios.

4.13 UTILITIES and SERVICE SYSTEMS

Public utilities provided by the City include water services, and wastewater conveyance and treatment facilities. These public utilities are described below. Section 4.8, *Hydrology and Water Quality,* addresses potential impacts to storm drain infrastructure and surface water quality.

4.13.1 Setting

a. Water. This section presents detailed information about the City of Ventura water system as of April 2002, with critical information updated as of the date of this EIR. Facilities discussed include water treatment, wells, reservoirs, pump stations, and pipelines. The City water system consists of approximately 30,000 service connections. The City receives supplemental water from Casitas Municipal Water District and United Water Conservation District. The City water system provides water to residential, commercial, industrial, petroleum recovery, irrigation, and municipal users. Raw water is used in the North Ventura Avenue area for irrigation and injected into the ground for oil recovery. All other customers receive treated potable water.

The western portion of the City obtains water predominantly from Lake Casitas and the Ventura River diversion near Foster Park north of the City. The eastern portion of the City obtains water predominantly from wells drawing on three groundwater basins. Because of an agreement between the Casitas Water District and the U.S. Bureau of Reclamation and the method of financing the Lake Casitas project, water from Lake Casitas cannot be used outside the Casitas District boundaries. Only City-generated water diverted from the Ventura River at Foster Park can be used to service the eastern area of the City.

The 1993 City Water Master Plan provides a detailed analysis of the water system and future needs. The study, which is incorporated by reference, evaluated water quality, supply and storage capacity, the distribution system, system reliability, and operational flexibility. The study identified alternative sources of supply, recommended system improvements, and provided an implementation plan for meeting future demand.

The water system consists of four treatment facilities, 30 tanks and reservoirs (active) on 20 sites, 22 pump stations, and 12 groundwater wells. One of the treatment facilities has been decommissioned. The service area is divided into 14 pressure zones. These zones have been established based on the growth pattern, topography, and physical capability of the water pipelines, storage, and pumping facilities. Figure 4.13-1 shows the location of water distribution facilities, and Table 4.13-1 lists the water treatment facilities and their capacities.

Table 4.13-1
Water Treatment Facilities

Treatment Facilities	Capacity	Remarks
Avenue Water Treatment Plant	10 MGD	In Service
Seaward Water Conditioning Plant	6 MGD	Decommissioned
Bailey Water Conditioning Facility	4 MGD	In Service
Saticoy Water Conditioning Facility	4 MGD	In Service

Source: City of Ventura Public Works Department.

Table 4.13-2 shows that City water storage facilities, consisting of tanks and reservoirs, have a total capacity of 49.68 million gallons (MG).

Table 4.13-2
Water Storage Facilities

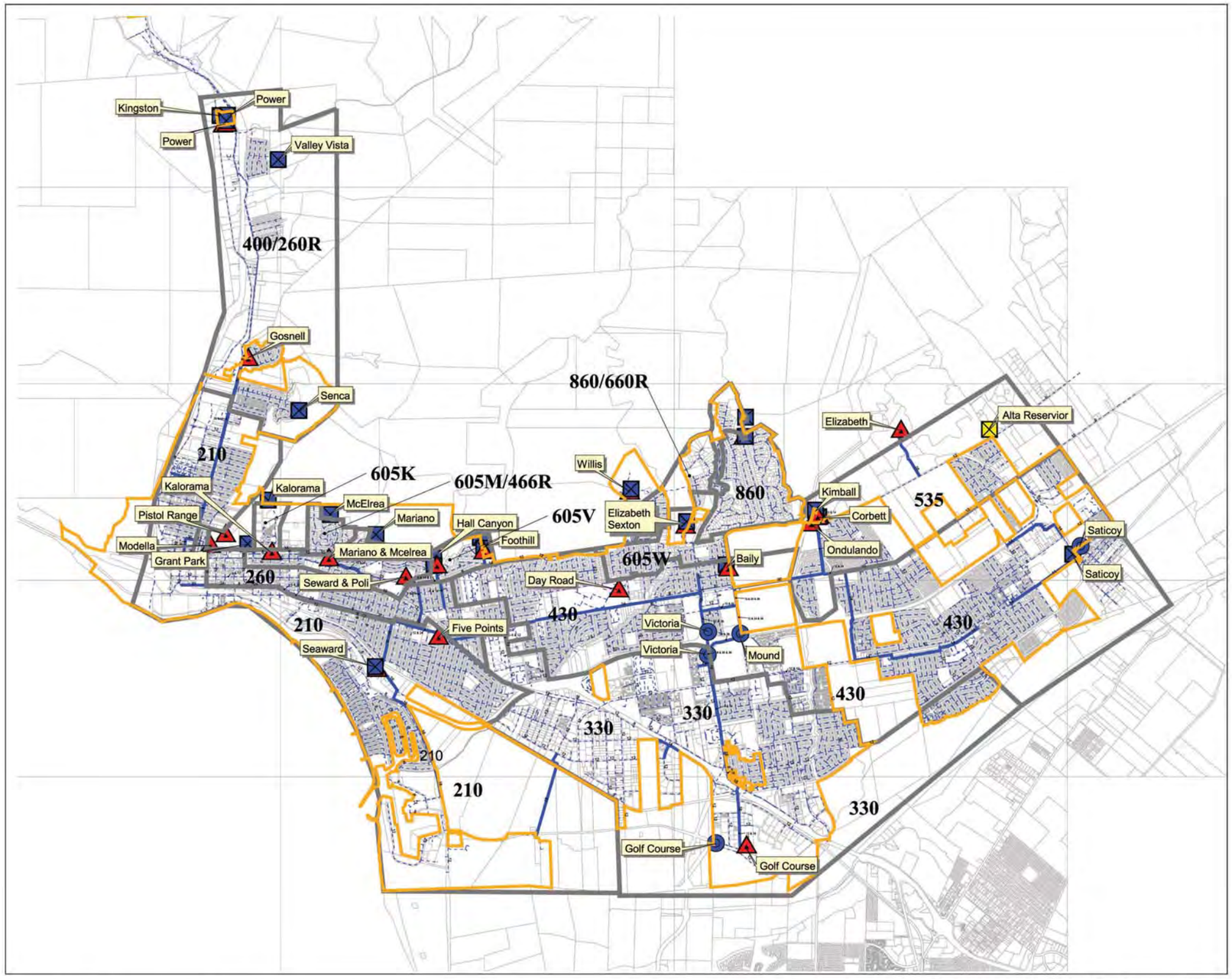
Reservoir	Status	Zone	Capacity
Power Reservoir	Active	210	15.17 MG
Pistol Range Tank	Active	210	1.0 MG
Hall Canyon Reservoir (2)	Active	210	8.20 MG
Grant Park Reservoir (2)	Active	260	2.20 MG
Hall Canyon Tanks (2)	Active	260	0.65 MG
Bailey Reservoir (3)	Active	330	7.2 MG
Valley Vista Tank (New)	Active	400	1.0 MG
Foothill Tanks (2)	Active	430	1.50 MG
Sexton Tanks (2)	Active	430	5.00 MG
Corbett Tank	Active	430	1.50 MG
Mariano Tanks (2)	Active	460	0.65 MG
Kimball Tank	Active	530	1.00 MG
McElrea Tanks (2)	Active	598	0.25 MG
View Park Tank	Active	597	0.16 MG
Kalorama Tanks (2)	Active	605	0.30 MG
Willis Tank	Active	605	1.0 MG
Ondulando Tank	Active	860	0.40 MG
Nob Hill Tank	Active	1035	0.30 MG
Seneca Tank	Active	400	1.2 MG
Elizabeth Tank	Active	605W	1.0 MG
Total Storage Capacity (Active)			**49.68 MG**

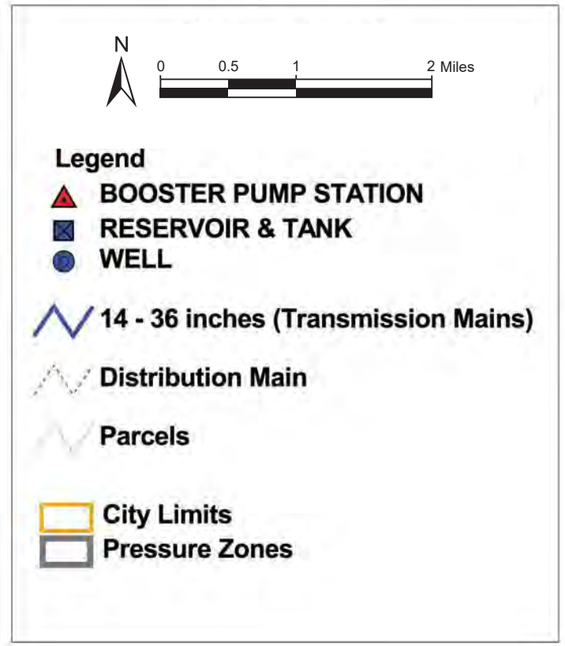
The City's distribution system mains fall into two categories: (1) distribution mains ranging in size from 4-inches to 12-inches in diameter; and (2) transmission mains ranging in size from 14-inches to 36-inches in diameter. Table 4.13-3 provides a breakdown of the composition of the City's distribution system. Figure 4.13-1 shows the locations of water distribution mains.

Table 4.13-3
Distribution Mains

Material	Amount (Percent)	Size (Inches)
Cast Iron – Cement Lined	40	4-36
Ductile Iron	5	4-20
Asbestos Cement	40	6-10
PVC	10	8
Standard Steel	5	12-20

Source: City of Ventura Public Works.





Source: City of San Buenaventura, Department of Public Works and Psomas, 2002.

The map is a product of the City of San Buenaventura, California and Psomas. It was created for illustration purposes only; its accuracy cannot be guaranteed.

Water Distribution Facilities

Figure 4.13-1

The City operates and maintains 21 pump stations, eight of which have been recently improved. Table 4.13-4 lists these pump stations.

Table 4.13-4
Booster Pump Stations

Booster Pump Station	Unit No.	Total Capacity (gpm)	Horsepower (Hp)	Zone Supplied
Elizabeth	#1	1,600	75	535
	#2	1,600	75	535
	#3	1,600	75	535
McElrea	#1	400	30	588
	#2	400	30	588
Day Road	#1	540	40	605
	#2	Standby only	40	Standby only
	#3	Standby only	40	Standby only
Foothill	#1	400	40	430A
	#2	440	40	430A
Golf Course [1]	#1	2,000	250	330
	#2	2,000	250	330
	#3	2,000	250	330
	#4	2,000	200	315
Gosnell	#2	1,500	200	Standby only - 400
Hall Canyon [1]	#1	675	20	260
	#2	750	20	260
Kimball [1]	#1	1,000	40	535
	#2	1,000	40	535
Five Points [1]	#2	1,600	100	430
	#3	2,500	200	430
	#4	2,500	200	430
	#5	2,500	200	430
Modella [1]	#1	660	25	260
	#2	660	25	260
	#3	660	25	260
Nob Hill [1]	#1	480	30	1035
	#2	480	30	1035
Ondulando [1]	#1	600	75	860
	#2	600	75	860
Power [1]	#1	7,000	200	210
	#2	7,050	200	210
Seaward & Poli	#1	1,100	100	430
	#2	1,100	100	430
	#3	1,100	100	430
Mariano	#1	590	50	466
	#2	590	50	466
Valley Vista	#1	480	40	400
	#2	480	40	400
	#3	900	75	400
View Park	#1	500	40	605
	#2	500	40	605
Willis	#1	545	50	860
	#2	545	50	860
Bailey	#1	2,400	100	430
	#2	2,400	100	430
	#3	2,400	100	430
Kalorama & Church St.	#1	430	60	605
	#2	430	60	605
330 Zone	#1	2,500	300	330
	#2	2,500	300	330
	#3	2,500	300	330

[1] *Improvement made in April 2002.*
Source: City of Ventura Public Works.

The City's system is divided into 14 pressure zones (see Table 4.13-5 and Figure 4.13-1), which range from 210 to 1,035 feet above sea level. These zones were established based on the land use pattern, topography and the ability to optimize system pressure. The pressure zone numbers refer to the storage facility and high water elevations serving that zone. The City does not experience any low pressures.

Table 4.13-5
Pressure Zones

Zone	Area (acres)
400/260R	2,322.0
535	1,695.5
1035	109.7
210	4,338.7
860	402.5
860/660R	220.5
430	5,292.2
605K	77.5
605M/466R	97.5
260	628.0
605V	136.0
330	4,411.2
466/360R	325.4
605W	300.2
Totals	**20,356.8**

Source: City of Ventura GIS.

The City has five different well groups with a total of 12 wells, as shown in Table 4.13-6. The Golf Course Wells, Victoria Well, and Nye Wells are used extensively. Victoria Well #2 and Saticoy Well #2 located at the Saticoy Water Conditioning facility are the most recent wells added to the system.

Table 4.13-6 Water Wells

Well	Location	Discharge Zone	Unit Number	Horsepower	Quantity (gpm)	(TDH) (ft)
Golf Course	Ventura Golf Course	330	#3	75	2,304	500
			#4	75	2,069	500
			#5	75	2,500	500
			#6	75	2,500	500
Victoria	800 S. Victoria	330	#2	450	2,800	500
Saticoy	Telephone and Wells Road	430	#2	No data Available	No data Available	500
Nye	Foster Park	210	#1A	15	500	37
			#2	10	550	40
			#7	25	1,670	36
			#8	15	1,034	33
Mound	Hill and Telegraph	330	#1	500	2,500	500

Source: City of Ventura Public Works.

There are presently five water sources that provide water to the City water system.

- *Casitas Municipal Water District*
- *Ventura River Surface Water Intake, Subsurface Water and Wells (Foster Park)*
- *Mound Groundwater Basin*
- *Oxnard Plain Groundwater Basin (Fox Canyon Aquifer)*
- *Santa Paula Groundwater Basin*

Table 4.13-7 summarizes historic and projected water supply from these sources, as detailed in the 2000 City Urban Water Management Plan. The historic delivery values shown represent the capacity of available sources. The projected numbers in the table estimate available water supply levels under normal, non-drought conditions. Actual water supply levels in any given year may be significantly higher or lower than these averages.

Table 4.13-7
Historic and Projected Water Source Supply Availability
(Acre Feet)

Year	Surface Water		Groundwater				Total Water Supply
	Lake Casitas	Ventura River	Mound Basin	Oxnard Plain Basin	Santa Paula Basin	Saticoy Yard Well	
Historic							
1980	7,544	7,276	0	5,198	2,129	0	22,147
1985	9,099	5,493	2,360	6,172	46	0	23,170
1990	6,175	2,859	4,365	5,749	0	0	19,148
1995	1,622	9,042	2,169	2,603	2,594	0	18,030
1996	4,456	7,926	2,789	2,768	1,599	0	19,538
1997	7,089	7,052	213	3,452	2,025	0	19,831
1998	4,328	8,069	802	4,312	1,033	0	18,544
1999	7,061	6,419	3,955	1,621	1,669	0	20,725
2000	5,836	6,779	4,579	2,674	1,698	0	21,566
2001	6,292	5,727	4,030	905	2,006	0	18,960
2002	7,127	5,951	3,720	1,978	1,157	0	19,933
2003	4,874	6,722	5,546	2,898	316	0	20,356
Projected							
2005	8,000	6,700	4,200	4,400	3,000	0	26,300
2010	8,000	6,700	4,200	4,100	3,000	2,262	28,262
2015	8,000	6,700	4,200	4,100	3,000	2,262	28,262
2020	8,000	6,700	4,200	4,100	3,000	2,262	28,262

Source: City of Ventura Urban Water Management Plan, December 2000
City of Ventura 2004 Biennial Water Supply Report as amended, September 2004 (see Appendix F).

The City generally uses its water supplies in the following order: (1) Ventura River; (2) Lake Casitas; and (3) groundwater basins. Water is used in this order to maximize the amount of surface water that would otherwise be lost to runoff before using stored groundwater.

The City also utilizes recycled water supply from the Ventura Water Reclamation Facility to augment its municipal water supply. The tertiary-level treatment plant produces effluent that meets the requirements of Title 22 of the California Administrative Code at an average daily flow to 9.5 million gallons per day. Recycled water is currently used at two golf courses, for landscaping at the Olivas Adobe City Park, and for landscaped medians in the Ventura marina area. Treated effluent is also used for wildlife enhancement in the Santa Clara River estuary. The City recycled water system consists of five miles of pipelines and two pumping facilities. The total recycled water delivery for 1999 was 329 million gallons.

The 1992 City Reclaimed Water Master Plan, which guides future expansion of reclaimed water service, recommends pursuit of landscape irrigation opportunities adjacent to or within reasonable distances of existing reclaimed water distribution systems. A 1999 City review of the Plan noted that implementation of all of the recommended improvements was not justified at that time because the amount of available effluent supply was less than estimated in the Master Plan due to the fact that most of the reclaimed water is required to be discharged into the estuary, and that the proposed expansion of the golf courses currently using reclaimed water would utilize most or all of the estimated available supply. The analysis also found that reclaimed water fees did not generate enough revenue to allow significant expansion and/or upgrades to the existing reclaimed water system. The City Council adopted a reclaimed water policy in 1999 whereby new developments located near existing reclaimed water mains or within the defined reclaimed water focus area, as shown as part of the policy, are required to use reclaimed water in lieu of potable water for irrigation and other uses as appropriate. Each development is required to pay for upgrades to the existing reclaimed water facilities and/or new facilities required to meet their reclaimed water demands.

To enhance system reliability, the City, pursuant to regulations set by the Fox Canyon Groundwater Management Agency has established a water bank for emergency purposes. This water is reserved for significant water shortage such as drought or catastrophic events and is not available for normal use. State Water Project water became available in 1971 through an agreement with the Casitas Water District and the Department of Water Resources that is valid until 2038. However, the City has not yet received delivery of its entitlement, and it is not certain if or when facilities will be constructed to transport State Water Project water to the City.

Water consumption in the City has decreased as a result of successful water conservation efforts. Demand management programs include plumbing retrofits, mandatory conservation ordinances affecting new and existing homes and businesses, water system optimization, and higher cost of water through increasing block rates. Existing and proposed conservation programs are intended to reduce per capita water use through more efficient water consumption by all users.

Table 4.13-8 presents historic and projected water production in the service area. The City does not currently experience water supply shortages and, with the upcoming addition of the Saticoy Yard Well, does not anticipate the need for additional supplies within a 20-year horizon.

Table 4.13-8
Historic and Projected Water Production
(Acre Feet)

Year	Estimated Population Served	Per Capita Use [1]	Treated Water Production	Raw Water Production	Total Water Production
Historic					
1980	73,774	0.236	17,381	4,766	22,147
1990	94,856	0.177	16,831	2,317	19,148
1995	99,668	0.165	16,428	1,602	18,030
1996	100,482	0.180	18,038	1,500	19,538
1997	101,096	0.178	18,002	1,829	19,831
1998	101,610	0.165	16,775	1,769	18,544
1999	102,224	0.192	19,658	1,067	20,725
2000	103,238	0.198	20,437	1,129	21,566
2001	104,153	0.173	18,071	889	18,960
2002	105,267	0.180	18,965	968	19,933
2003	106,782	0.183	19,510	846	20,356
Projected					
2005	109,465	0.179	19,594	1,000	20,594
2010	115,774	0.179	20,724	1,000	21,724
2015	122,447	0.179	21,918	1,000	22,918
2020	129,504	0.179	23,181	1,000	24,181

Sources: City of Ventura Urban Water Management Plan, Dec. 2000
City of Ventura 2004 Biennial Water Supply Report as amended, September 2004 (see Appendix F).
(1) Per capita use excludes raw water and oil use.

Water Quality. The following terms are used to describe water quality:

- *Maximum Contaminant Level (MCL): The highest level of a contaminant allowed in drinking water. Primary MCLs are set as close to the Federal Public Health Goals or State Maximum Contaminant Level Goals as is economically and technologically feasible. Secondary MCLs are set to protect the odor, taste and appearance of drinking water.*
- *Primary Drinking Water Standard: MCLs for contaminants that affect health along with their monitoring and reporting requirements, and water treatment requirements.*
- *Maximum Contaminant Level Goal: The level of contaminant in drinking water below which there is no known or expected risk to the health; set by EPA.*
- *Public Health Goal: The level of a contaminant in drinking water below which there is no known or expected risk to health; set by the California EPA.*

- *Regulatory Action Level (RAL): The concentration of a contaminant, which, if exceeded, triggers treatment or other requirements that a water system must follow.*

In late 2002, the City completed changes to its water supply disinfection program for the use of chloramines for disinfection rather than chlorine primarily because the Casitas District also switched to chloramine disinfection and the two methods can't be utilized where the water would be commingled. This process was selected because chloramines have less odor and taste. The City owns and maintains a full scale, state certified laboratory where water quality is monitored. All treatment plants are run by State certified operators who consistently monitor water quality constituents.

In order to ensure tap water is safe to drink, the U.S. Environmental Protection Agency (EPA) and the California Department of Health Services prescribe regulations that limit the amount of certain contaminants allowed in water provided by public water systems. The City of Ventura treats its water according to the Department's regulations. Table 4.13-9 shows 2001 water quality test results for Ventura. The system meets all primary drinking water standards including state and federal water quality requirements. However, as shown in Table 4.13-9, the average total dissolved solid concentration from groundwater sources was slightly higher than the Maximum Contaminant Level (MCL) for secondary standards.

The Department of Heath Services also conducts an annual inspection of the public water systems. Table 4.13-10 shows water quality testing results for the distribution system and wells. An inspection report prepared in 2001 indicated a history of high nitrate levels in the following Eastside well: standby Victoria Well No. 1 (44.3 mg/l). Monthly sampling is required at this well to monitor nitrate. The City obtained additional samples at Victoria Well No. 1 with nitrate results around 10 ppm in June 2001, and 8.1 ppm in January 2002. The MCL is 10 ppm. Since this time, levels have stayed below the MCL but if levels increase above the MCL, the City could make adjustments by blending or wellhead treatment to meet the MCL as mandated by the Department of Heath Services. Mound Well No. 1 has experienced increased TDS levels of late, but nothing that would make it infeasible for use.

b. Wastewater. This section presents detailed information from evaluation of the City of Ventura sewer system as of April 2002, with critical information updated as of the date of this EIR. Sewer system components discussed are treatment facilities, lift stations, pipelines and new facilities and services. The majority of residents receive sewer service directly from the City; however, three separate sanitary sewer agencies provide service to specific areas: Montalvo Municipal Improvement District, Saticoy Sanitary Sewer District, and Ojai Valley Sanitary District. Each agency has its own treatment facility. There are a few pockets in the City currently served by individual septic tanks, which typically have been annexed to the City since 1979 and have been slowly connecting to the sewer system as failures of private septic tank systems occur.

The Ventura Water Reclamation Facility, located in the harbor area, treats most of the wastewater for the City. This plant was originally designed with a capacity of 14 mgd and provides tertiary treatment, effluent filtration and chlorination/de-chlorination. The effluent then discharges into the Santa Clara River Estuary. Solids handling consists of thickening, anaerobic digestion and

Table 4.13-9
Water Quality Testing, 2001

Constituent	Units	Maximum Level MCL	Ventura River		Groundwater		CMWD	
			Average	Range	Average	Range	Average	Range
Primary Standards (PDWD)								
Water Clarity								
Turbidity	NTU	5	0.24	0.09-0.24	0.4	0.1-0.4	0.13	0.01-0.13
Radioactive Contaminants								
Gross Alpha	pCi/l	15	3.8	2.1-5.8	6.7	2.7-12.1	2	0.9-2
Gross Beta	pCi/l	50	4	ND-8.0	8	ND-15.8	NA	NA
Radium 226 & 228	pCi/l	5	0.63	ND-1.7	1.1	ND-1.7	NA	NA
Uranium	pCi/l	20	2.4	1.8-3.4	5.1	2.8-8.5	NA	NA
Inorganic Contaminants								
Aluminum	ppb	1000	ND	ND	89	63-114	ND	ND
Arsenic	ppb	50	ND	ND	ND	ND	2	2
Barium	ppm	1	ND	ND	ND	ND	0.1	0.1
Fluoride	ppm	2	0.5	0.4-0.6	0.5	0.5-0.8	0.2	0.2
Nitrate (as N)	ppm	10	0.8	ND-1.3	0.7	ND-2.2	0.4	ND-0.7
Secondary Standards								
Aesthetic Standards								
Color	color	15	ND	ND	4.1	ND-5	2	1-2
Odor	Threshold	3	ND	ND	ND	ND-2	2	1-2
Chloride	ppm	500	28	24-36	67	27-97	11	11-12
Corrosivity	ppm	Non corrosive	0.23	-0.21-0.47	0.37	0.13-0.71	0.3	0.3
Iron	ppb	300	ND	ND	ND	ND-200	ND	ND
Total dissolved solids	ppb	1000	498	460-558	1133	994-1392	370	370
Specific conductance	umhos	1600	756	650-800	1560	1376-1800	524	500-560
Sulfate	ppm	500	189	171-197	546	192-710	132	132
Additional Constituents								
pH	units	6.5-8.5	7.7	7.5-7.9	7.5	7.1-8.1	NA	NA
Hardness	ppm	None	334	263-517	587	531-711	225	225
Calcium	ppm	None	81	64-96	159	146-182	NA	NA
Magnesium	ppm	None	27	24-29	46	39-62	NA	NA
Sodium	ppm	None	34	27-38	130	97-166	23	23
Phosphate	ppm	None	0.1	0.1-0.21	0.1	0.07-0.15	NA	NA
Potassium	ppm	None	2.5	2.3-2.9	4.8	4.1-5.4	NA	NA
Total Alkalinity	ppm	None	160	141-187	235	151-289	NA	NA

pCi/l = pico Curies per liter; ppb = parts per billion ; ppm = parts per million

Table 4.13-10
Distribution System and Well Testing, 2001

Constituent	Units	Maximum Level (MCL)	Distribution System Average	Distribution System Range
Primary Standards				
Disinfection				
Chlorine Residual	ppm	None	1.1	0.2-2.2
Disinfection By Products				
Total Trihalomethanes	ppb	100	67.8	ND-111
Total Haloacetic Acids	ppb	60	51.1	5.5-83.9
Microbiological Contaminants				
Total Coliform Bacteria	NA	5%	0	0
Fecal Coliform Bacteria	NA	0	0	0

Constituent	Units	Maximum Level RAL	Samples Collected	Above RAL	90th Percentile
Lead	ppb	15	36	0	ND
Copper	ppm	1.3	36	1	0.72

ppb = parts per billion
ppm = parts per million
ND: Not Detected
NA: Data Not Available

dewatering by filter presses prior to land application. Plant flow for 2001 averaged 9.3 mgd and in 2004 averaged just under 9.0 mgd.

A minimum of 5.6 mgd of the effluent is discharged to the Santa Clara Estuary as required by the existing Regional Water Quality Control Broad (RWQCB) Permit. The remaining effluent is either transferred to recycling ponds, where a portion is delivered as reclaimed water, or lost through percolation or evaporation.

Table 4.13-11 shows monthly average wastewater flows for 2001. Peak monthly flow in 2001 occurred in March (10.8 mgd). Peak flow in 2000 occurred in June (12.7 mgd) and in 1999 in September (9.4 mgd).

The reclamation facility operates under a RWQCB permit for production of reclaimed water (issued 1987). In 2002, the RWQCB initiated a review of the City's effluent permit. This review and a new permit are pending.

The Ojai Valley Sanitary District Treatment Plant was constructed in 1963 with a capacity of 1.4 million gallons per day. It was expanded to the current capacity of 3.0 mgd in 1965. A major rehabilitation and upgrade project financed by an EPA Clean Water Construction Grant was carried out in 1982 to bring effluent into compliance with requirements established by the Los

Table 4.13-11
Wastewater Flows, 2001

Month	Average Flow (mgd)
January	9.28
February	9.59
March	**10.78**
April	9.61
May	9.15
June	9.14
July	9.09
August	9.13
September	9.06
October	8.89
November	9.08
December	8.85
Average	9.304
Peak	**10.78**
Minimum	8.85
Total	111.65

Source: Ventura Water Reclamation Facility Annual Report 2001

Angeles Regional Water Quality Control Board. Reduction of ammonia-nitrogen was the most important of these requirements. Current flows as of 2004 averaged about 2.0 mgd and this treated effluent is discharged to the Ventura River.

The Montalvo Municipal Improvement District Treatment Plant is a secondary treatment plant, with a capacity of 0.36 mgd, and serves the Montalvo Community. The Saticoy Sanitary District Treatment Plant has a capacity of 2.2 million gallons per day and is currently undergoing expansion and upgrading to tertiary treatment.

Table 4.13-12 lists wastewater generation factors applied to new development in Ventura.

The City collection system includes seven major tributary, or planning, areas (see Figure 4.13-2) with a total service area of 31,309 acres: Ventura Avenue; Vista Del Mar; Woolsey Trunk; Pierpont Bay; Olivas-Bristol Trunk; Wells Road Valley; and, Santa Clara River area. The downtown area has sewer pipes that were installed as early as 1905. Some of the most recently installed pipes comprise the southern portion of the sewer system in the Ventura Harbor area.

The City also provides wastewater treatment for tributary collections systems operated by others. These include the North Coast Communities (Ventura County Service Area 29), where the system is owned by the County and operated by the Ventura County Regional Sanitation District, and McGrath State Beach, owned and operated by the State.

Table 4.13-12
Wastewater Generation Factors

Land Use	Average Flow
Residential	0.00013 cfs/capita
Industrial	0.0081 cfs/acre
Commercial	0.0061 cfs/acre
Public Structures	0.0061 cfs/acre
Recreation	0.00031 cfs/acre
Hospital	0.039 cfs/100 beds
School	0.031 cfs/1,000 students
College	0.031 cfs/1,000 students

Source: Ventura Standards and Design Manual, 2000.

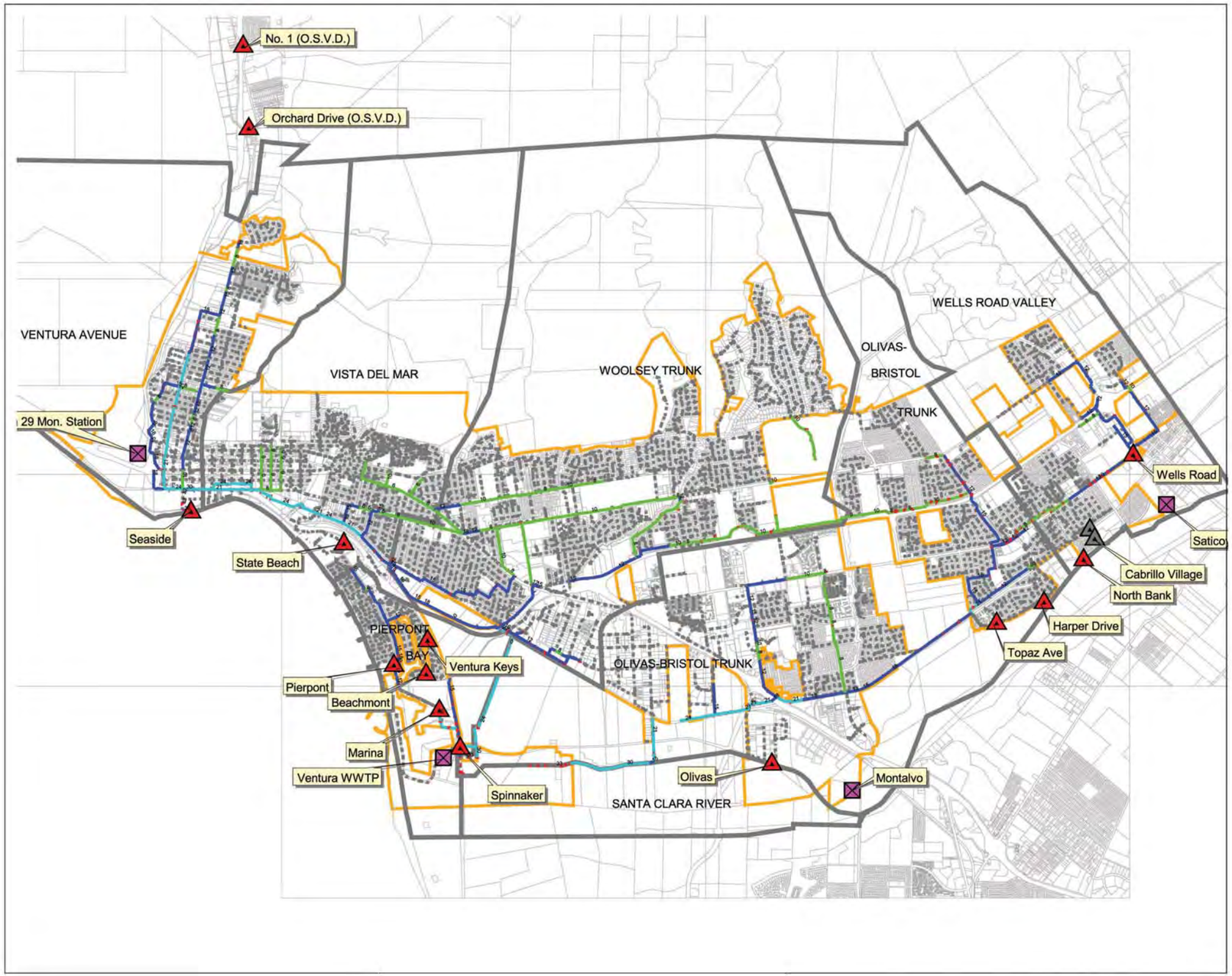
The City collection system consists of nearly 60 miles of main collector sewer pipeline with about 450 miles of total gravity sewer pipe, 3 miles of force mains, 8,700 manholes, and 14 lift stations, two of which have been abandoned indefinitely. Sewer system lines range in diameter from 4 to 48 inches. Figure 4.13-2 shows the locations of sewage collection and treatment Facilities. Table 4.13-13 summarizes the lift station capacities.

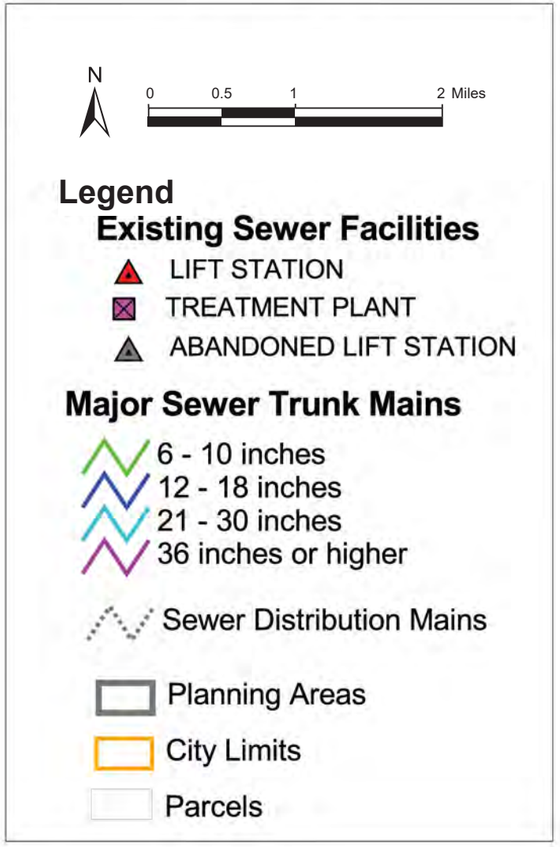
Table 4.13-13
Lift Station Capacities
(City Facilities Only)

Facility Name	Capacity (gpm)
Beachmont	200
Cabrillo Village	Data not available – Private Facility
Harper Drive	160
Mammoth Street	Abandoned indefinitely
Marina	275
North Bank	580
Olivas	Abandoned indefinitely
Pierpont	2,400
Seaside	4,200
Ventura Keys	200
Spinnaker	300
State Beach	385
Topaz	271
Wells Road	965

Source: City of Ventura Public Works Department.

The Pierpont Lift Station is in the process of being upgraded to improve reliability performance, and various sewer replacements are being undertaken as part of the City's current Capital





Source: City of San Buenaventura, Department of Public Works and Psomas, 2002.

The map is a product of the City of San Buenaventura, California and Psomas. It was created for illustration purposes only; its accuracy cannot be guaranteed.

Sewage Collection Facilities

Figure 4.13-2

Improvement Program. One such project is the North Bank replacement, which is scheduled to be in operation by the end of 2003 and when completed will eliminate the Topaz, Harper and Wells Road Lift Stations as well as the old North Bank Lift Station.

4.9.2 Impact Analysis

a. Methodology and Significance Thresholds. The following thresholds have been used to determine the impacts to water provision, wastewater treatment, and solid waste disposal.

The 2005 General Plan would result in potentially significant impacts if growth accommodated by the Plan would result in substantial adverse physical impacts associated with 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 or other performance objectives.

Water. The 2005 General Plan would have a significant effect on water supplies if demand associated with projected growth exceeds the available supply, thereby causing water shortages during average or peak demand periods. Impacts related to the proposed 2005 General Plan would be considered substantial if growth under the Plan would:

- *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);*
- *Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or*
- *Fail to have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.*

Wastewater. Impacts to the sewer system are considered significant if sewage generated by growth that could be accommodated under the 2005 General Plan would exceed the existing or planned capacity of the sewage collection or treatment system, or require extension of a trunk line with capacity to serve new development. Impacts related to the 2005 General Plan would be considered substantial if growth accommodated under the Plan would:

- *Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or*
- *Result in a determination that the wastewater treatment provider (the City or the Ojai Valley Sanitary District) that it does not have adequate capacity to serve projected demand in addition to existing commitments.*

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of impacts for each of the six 2005 General Plan land use scenarios. A discussion of impacts for each scenario follows.

Impact U-1	**Development accommodated under any of the 2005 General Plan land use scenarios would increase water demand, with net increases in demand ranging from about 2,700 acre-feet per year (AFY) to 5,900 AFY. The total estimated water available from Lake Casitas, the Ventura River diversion, and groundwater basins of approximately 28,300 acre-feet per year is sufficient to meet these projected demand increases. Therefore, water supply impacts are considered Class III, *less than significant*, for all six scenarios .**

Agriculture Water Credit

There are areas within the City's SOI, such as the McGrath property, that are currently in agricultural use. Although not being served by the City water system, these areas utilize water from private wells drawing from the same groundwater basin as the City and when taken out of agricultural production will increase the available supply that can be extracted from existing City wells or from new wells installed by the City. Although water use will vary depending on such elements as crop type and soil characteristics, the average agricultural irrigation use is assumed to be 2.5 feet per year (30 inches).

The six land use scenarios would accommodate the conversion of varying amounts of agricultural land to urban uses, thus creating an additional source of groundwater for the overall scenario development. This includes both agricultural acreage within the current SOI that is already designated for non-agricultural uses and, for Scenarios 2-6, agricultural lands within the expansion areas under consideration for future conversion. The total acreage, location, and water credit for these agricultural areas for conversion to urban development are discussed below.

Scenario 1 – Intensification/Reuse Only

Under Scenario 1, there are no expansion areas that would be taken out of agriculture; therefore, no credits for additional groundwater sources available for new development in these areas. However, as discussed previously, agricultural lands within the existing SOI that are already designated for non-agricultural uses could be converted under this scenario. Using the agricultural irrigation factor of 2.5 feet per year, the total amount of water credit is 1,278 acre-feet per year (AFY) (see Table 4.13-14). This amount is credited against the total projected water demand calculation for intensification/reuse that could occur under every scenario.

Projected water demands for the various land uses and cumulative totals for Scenario 1 are shown in Table 4.13-15. As indicated in the table, growth accommodated under this Scenario would increase current water demand by 5.18 million gallons per day (mgd) or about 5,806 acre-feet per year (AFY).

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Water Supply and Delivery (Impact U-1)	Net demand increase of 4,528 AFY, resulting in overall demand of approximately 26,028 AFY in 2025. This is within projected supply. System upgrades needed in older parts of the City to improve pressure and fire flow, but can be achieved with significant secondary impacts. Impacts are Class III, less than significant.	Net demand increase of 2,710 AFY, resulting in overall demand of approximately 24,210 AFY in 2025. This is within projected supply. Minor infrastructure extensions needed for expansion areas, but water mains are adjacent; new reservoir needed for North Avenue area. Impacts are Class III, less than significant.	Net demand increase of 3,877 AFY, resulting in overall demand of approximately 25,377 AFY in 2025. This is within projected supply. Minor infrastructure extensions needed for expansion areas, but water mains are adjacent; new reservoir needed for North Avenue area. Impacts are Class III, less than significant.	Net demand increase of 5,035 AFY, resulting in overall demand of approximately 26,535 AFY in 2025. This is within projected supply. Minor infrastructure extensions needed for expansion areas, but water mains are adjacent; new reservoir needed for North Avenue area. Impacts are Class III, less than significant.	Net demand increase of 5,880 AFY, resulting in overall demand of approximately 27,380 AFY in 2025. This is within projected supply. Minor infrastructure extensions needed for expansion areas, but water mains are adjacent; new reservoir needed for North Avenue and Western Cañada Larga areas and possible new well for Western Cañada Larga. Impacts are Class III, less than significant.	Net demand increase of 5,150 AFY, resulting in overall demand of approximately 26,650 AFY in 2025. This is within projected supply. Minor infrastructure extensions needed for expansion areas, but water mains are adjacent; new reservoir needed for North Avenue area. Impacts are Class III, less than significant.
Wastewater Conveyance and Treatment (Impact U-2)	Projected increase in flow of 2.88 million gallons per day (mgd) at VWRF and 0.18 mgd at OVSD plant. Increases are within the capacities of both plants. Sewer line upgrades needed in many older neighborhoods, but can be achieved without significant secondary impacts. Impacts are Class III, less than significant.	Projected increase in flow of 3.72 mgd at VWRF and 0.28 mgd at OVSD plant. Increases are within the capacities of both plants. Sewer line upgrades needed in many older neighborhoods, but can be achieved without significant secondary impacts. Sewer mains adequate for expansion areas. Impacts are Class III, less than significant.	Projected increase in flow of 3.67 mgd at VWRF and 0.33 mgd at OVSD plant. Increases are within the capacities of both plants. Sewer line upgrades needed in many older neighborhoods, but can be achieved without significant secondary impacts. Sewer mains adequate for expansion areas. Impacts are Class III, less than significant.	Projected increase in flow of 3.67 mgd at VWRF and 0.33 mgd at OVSD plant. Increases are within the capacities of both plants. Sewer line upgrades needed in many older neighborhoods, but can be achieved without significant secondary impacts. Sewer mains adequate for expansion areas. Impacts are Class III, less than significant.	Projected increase in flow of 2.98 mgd at VWRF and 1.01 mgd at OVSD plant. Increase at OVSD plant exceeds capacity. Sewer line upgrades needed in many older neighborhoods, but can be achieved without significant secondary impacts. Sewer mains adequate for expansion areas. Impacts are Class II, significant but mitigable.	Projected increase in flow of 3.67 mgd at VWRF and 0.33 mgd at OVSD plant. Increases are within the capacities of both plants. Sewer line upgrades needed in many older neighborhoods. Possible upgrade of SR 126 sewer main needed for Poinsettia area, but can be achieved without significant secondary impacts. Impacts are Class III, less than significant.

Table 4.13-14 Agriculture Water Credit (Lands with Non-Agricultural Designations)

	Acres	Water Demand (acre-feet/ year/acre)	Water Credit (AFY)
Districts			
Saticoy	280	2.5	700
Arundell	75	2.5	188
Auto Center	66	2.5	165
SOI/Other Infill			
101/126 Agriculture	25	2.5	63
Pending Developments			
West Ventura	25	2.5	63
Telephone/Kimball	40	2.5	100
Total	**511**		**1,278**

Current water production has totaled approximately 19,000 to 21,500 AFY over the past few years, with the range due to seasonal climate and rainfall variations. Using the higher value to be conservative, adding the projected increase of 5,806 AFY to the current water production (21,500 AFY), and subtracting the 1,278 AFY of agricultural credit results in overall demand of approximately 26,028 AFY in 2025. This represents a net increase of 4,528 AFY.

Projected overall 2025 demand is lower than the long-term projected supply of 28,262 AFY from the City's 2004 Biennial Water Supply Report and the City's 2000 Urban Water Management Plan projected demand of 27,624 AFY for the year 2020 (five years earlier). Therefore, water supply impacts associated with this scenario are not considered significant. Additional wastewater reclamation and/or water conservation efforts could further reduce this demand.

Connection fees would be paid by all new developments, and these would cover each project's "buy-in" to existing City supply, storage and transmission/distribution systems. In addition, developers would be responsible for constructing all local on and off-site distribution improvements necessary to bring the particular development up to current standards. In some areas of the City, particularly older neighborhoods such as Downtown and the Ventura Avenue corridor where substantial intensification is anticipated may require upgrades to older water distribution infrastructure to improve pressure and fire flow. In the upper Ventura Avenue area, providing water service would be predicated on annexation. Distribution system looping would be needed in the upper reaches. In the College area, fire flow will likely be weak in Loma Vista. In the Harbor area, fire flow could require improvements and the Seaward Drive area may need strengthening. Replacement of existing lines, which are located underneath City streets, would involve temporary disruption of traffic as well as temporary noise and air quality impacts. However, such impacts could be reduced to a less than significant level through implementation of standard traffic, noise, and dust controls.

Table 4.13-15
Projected Water Demand
Intensification / Reuse Only (Scenario 1)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	Water (AFY)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	Water (AFY)	Water (AFY)
Districts									
Upper North Avenue	100	50	10,000	50,000	150,000		210,000	70	120
North Avenue	50	25	10,000	50,000	250,000		310,000	105	130
Downtown	1,600	807	100,000	200,000		150,000	450,000	168	975
Pacific View Mall	25	13	25,000	0			25,000	7	20
Harbor	300	151	66,000			150,000	216,000	54	205
Arundell	200	101	25,000	300,000	1,000,000		1,325,000	444	545
North Bank	50	25	300,000	50,000	300,000		650,000	204	229
Montalvo	50	25		50,000	25,000		75,000	23	48
Saticoy	50	25	0		25,000		25,000	9	34
Subtotals (Districts)	**2,425**	**1,223**	**536,000**	**700,000**	**1,750,000**	**300,000**	**3,286,000**	**1,084**	**2,307**
Corridors									
Ventura Avenue	800	404	40,000	100,000	50,000		190,000	57	460
Main Street	100	50	15,000	40,000			55,000	15	66
Thompson Boulevard	300	151	15,000	40,000			55,000	15	167
Loma Vista Road	25	13	15,000	40,000			55,000	15	28
Telegraph Road	250	126	15,000	40,000			55,000	15	142
Victoria Avenue	50	25	15,000	40,000			55,000	15	41
Johnson Drive	150	76	50,000	20,000			70,000	20	95
Wells Road	50	25	15,000	20,000			35,000	10	35
Subtotals (Corridors)	**1,725**	**870**	**180,000**	**340,000**	**50,000**	**0**	**570,000**	**163**	**1,033**
SOI/Other Infill									
101/126 Agriculture	200	101					0	0	101
Wells/Saticoy	1,050	530					0	0	530
Pierpont	100	50	30,000				30,000	8	59
Other Neighborhood Centers	100	50						0	50
Second Units	300	151						0	151
Underutilized	250	126						0	126
Vacant	450	227	165,000	50,000			215,000	60	287
Subtotals (Other Infill)	**2,450**	**1,236**	**195,000**	**50,000**	**0**	**0**	**245,000**	**69**	**1,304**
Totals (Intensification/Reuse)	**6,600**	**3,329**	**911,000**	**1,090,000**	**1,800,000**	**300,000**	**4,101,000**	**1,316**	**4,645**
Planned and Pending Developments									
Downtown	50	25	1,072			150,000	151,072	84	110
Ventura Avenue/Westside	238	120	7,086		27,000		34,086	12	132
Midtown	34	17	13,751				13,751	4	21
College (Telegraph/Loma Vista)	4	2	2,718	8,849			11,567	3	5
Telephone Road Corridor	256	129		54,785			54,785	15	144
Montalvo/Victoria	296	149		4,300			4,300	1	151
Saticoy/East End	840	424	7,950	5,600			13,550	4	427
Arundell		0	41,640	42,614	18,080		102,334	30	30
Olivas		0	7,160	7,066	390,053		404,279	142	142
Subtotals (Planned/Pending	**1,718**	**867**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**295**	**1,162**
Totals (Intensification + Expansion + Pending)	**8,318**	**4,196**	**992,377**	**1,213,214**	**2,235,133**	**450,000**	**4,890,724**	**1,611**	**5,806**

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Projected water demands for the various land uses and cumulative totals for Scenario 2 are shown in Table 4.13-16. As indicated in the table, growth accommodated under this scenario would increase current water demand by 6.79 mgd, or about 7,611 AFY.

In addition to the 1,278 AFY of agricultural water credit common to all scenarios, Scenario 2 would accommodate the conversion of 1,449 acres of agricultural areas in the North Avenue, Olivas and Serra expansion areas. Using the same assumptions for agricultural water use described under Scenario 1, these areas would generate an agricultural water credit of 3,623 AFY, bringing the total agricultural water use credit to 4,901 AFY. Therefore, it is assumed that any new water requirement for development in this scenario can be reduced or adjusted down by this amount to determine the net demand required from new water sources.

Adding the projected increase of 7,611 AFY to current water production (21,500 AFY), and subtracting the total water credit of 4,901 AFY for current agricultural use results in overall demand of approximately 24,210 AFY in 2025. This represents a net increase of 2,710 AFY.

Projected overall demand in 2025 is lower than the long-term projected supply of 28,262 AFY from the City's 2004 Biennial Water Supply Report and the City's 2000 Urban Water Management Plan projected demand of 27,624 AFY for the year 2020 (five years earlier). Thus, water supply impacts associated with this scenario are not considered significant. As with Scenario 1, additional wastewater reclamation and/or water conservation efforts could further reduce this demand.

As noted in the Scenario 1 discussion, connection fees would be charged to new development to cover City expenses for upgrade and maintenance of storage and transmission/distribution systems. Impacts relating to replacement of water distribution infrastructure in the older neighborhoods of the City would be similar to those described for Scenario 1 and would be less than significant. Development of any of the three expansion areas included in this scenario would require extension of water distribution infrastructure. Development of the North Avenue expansion area would require extension of the Valley Vista Reservoir system and an additional reservoir within the development. The Olivas area would require an extension of the 210 Zone and would offer the opportunity to loop systems across U.S. 101, thus adding reliability to the Harbor area. The Serra area would require new east-west pipelines that would strengthen the water systems on either side of this area. As described above, existing water mains are adjacent to all three potential expansion areas and it is anticipated that needed extensions could be achieved without disruption of service or significant secondary environmental impacts.

Table 4.13-16
Projected Water Demand
Intensification/Reuse + North Avenue + Olivas + Serra (Scenario 2)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	Water (AFY)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	Water (AFY)	Water (AFY)
Districts									
Upper North Avenue	100	50	10,000	50,000	200,000		260,000	87	138
North Avenue	50	25	10,000	50,000	400,000		460,000	158	183
Downtown	1,600	807	100,000	200,000		150,000	450,000	168	975
Pacific View Mall	25	13	25,000	0			25,000	7	20
Harbor	300	151	66,000			150,000	216,000	54	205
Arundell	200	101	25,000	300,000	1,200,000		1,525,000	515	616
North Bank	50	25	300,000	50,000	300,000		650,000	204	229
Montalvo	50	25		50,000	50,000		100,000	32	57
Saticoy	50	25	0		75,000		75,000	26	52
Subtotals (Districts)	**2,425**	**1,223**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**	**1,251**	**2,475**
Corridors									
Ventura Avenue	800	404	40,000	100,000	100,000		240,000	75	478
Main Street	100	50	15,000	40,000			55,000	15	66
Thompson Boulevard	300	151	15,000	40,000			55,000	15	167
Loma Vista Road	25	13	15,000	40,000			55,000	15	28
Telegraph Road	250	126	15,000	40,000			55,000	15	142
Victoria Avenue	50	25	15,000	40,000			55,000	15	41
Johnson Drive	150	76	50,000	20,000			70,000	20	95
Wells Road	50	25	15,000	20,000			35,000	10	35
Subtotals (Corridors)	**1,725**	**870**	**180,000**	**340,000**	**100,000**	**0**	**620,000**	**181**	**1,051**
SOI/Other Infill									
101/126 Agriculture	200	101					0	0	101
Wells/Saticoy	1,050	530					0	0	530
Pierpont	100	50	30,000				30,000	8	59
Other Neighborhood Centers	100	50						0	50
Second Units	300	151						0	151
Underutilized	250	126						0	126
Vacant	450	227	165,000	50,000			215,000	60	287
Subtotals (Other Infill)	**2,450**	**1,236**	**195,000**	**50,000**	**0**	**0**	**245,000**	**69**	**1,304**
Totals (Intensification/Reuse)	**6,600**	**3,329**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**	**1,501**	**4,830**
Expansion Areas									
North Avenue	176	89	18,295				18,295	5	94
Olivas	1,484	749	109,771	439,085			548,856	154	902
Serra	1,042	526	91,476	256,133			347,609	97	623
Canada Larga		0						0	0
Poinsettia		0						0	0
Subtotals (Expansion)	**2,702**	**1,363**	**219,542**	**695,218**	**0**	**0**	**914,760**	**256**	**1,619**
Planned and Pending Developments									
Downtown	50	25	1,072			150,000	151,072	84	110
Ventura Avenue/Westside	238	120	7,086		27,000		34,086	12	132
Midtown	34	17	13,751				13,751	4	21
College (Telegraph/Loma Vista)	4	2	2,718	8,849			11,567	3	5
Telephone Road Corridor	256	129		54,785			54,785	15	144
Montalvo/Victoria	296	149		4,300			4,300	1	151
Saticoy/East End	840	424	7,950	5,600			13,550	4	427
Arundell		0	41,640	42,614	18,080		102,334	30	30
Olivas		0	7,160	7,066	390,053		404,279	142	142
Subtotals (Planned/Pending)	**1,718**	**867**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**295**	**1,162**
Totals (Intensification + Expansion + Pending)	**11,020**	**5,558**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**	**2,053**	**7,611**

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Projected water demands for the various land uses and cumulative totals for Scenario 3 are shown in Table 4.13-17. As indicated in the table, growth accommodated under this scenario would increase current water demand by 6.80 mgd or about 7,618 AFY, almost exactly the same as Scenario 2 and 1,812 AFY more than Scenario 1.

Scenario 3 would accommodate the conversion of the North Avenue and Olivas areas from agriculture to urban development. Using the same rationale and assumptions as described above under the previous scenarios, the combined 985 acres of agricultural land that could be converted in these two expansion areas equates to an agricultural demand of 2,463 AFY. Additionally, there would be the 1,278 AFY agricultural water credit common to all scenarios, as discussed above. Therefore, it is assumed that any new water demand requirement can be reduced or adjusted down by the sum of these two or 3,741 AFY to determine the net demand required from new water sources.

Adding the projected increase of 7,618 AFY to the current water production (21,500 AFY), and subtracting the total water credit of 3,741 AFY for current agricultural use results in overall demand of approximately 25,377 AFY in 2025. This represents a net increase of 3,877 AFY.

Projected overall 2025 demand is lower than the long-term projected supply of 28,262 AFY from the City's 2004 Biennial Water Supply Report and the City's 2000 Urban Water Management Plan projected demand of 27,624 AFY for the year 2020 (five years earlier). Thus, water supply impacts are not considered significant. As with the other scenarios, additional wastewater reclamation and/or water conservation efforts could further reduce this demand.

As noted in the Scenario 1 discussion, connection fees would be charged to new development to cover City expenses for upgrade and maintenance of storage and transmission/distribution systems. Impacts relating to replacement of water distribution infrastructure in the older neighborhoods of the City would be similar to those described for Scenario 1 and would be less than significant. Development of either the North Avenue expansion area or the Olivas expansion area would require extension of water distribution infrastructure, as described under Scenario 2. As discussed previously, existing water mains are adjacent to both potential expansion areas and it is anticipated that needed extensions could be achieved without disruption of service or significant secondary environmental impacts.

Table 4.13-17
Projected Water Demand
Intensification/Reuse + North Avenue + Olivas (Scenario 3)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	Water (AFY)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	Water (AFY)	Water (AFY)
Districts									
Upper North Avenue	100	50	10,000	50,000	200,000		260,000	87	138
North Avenue	50	25	10,000	50,000	400,000		460,000	158	183
Downtown	1,600	807	100,000	200,000		150,000	450,000	168	975
Pacific View Mall	25	13	25,000	0			25,000	7	20
Harbor	300	151	66,000			150,000	216,000	54	205
Arundell	200	101	25,000	300,000	1,200,000		1,525,000	515	616
North Bank	50	25	300,000	50,000	300,000		650,000	204	229
Montalvo	50	25		50,000	50,000		100,000	32	57
Saticoy	50	25	0		75,000		75,000	26	52
Subtotals (Districts)	**2,425**	**1,223**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**	**1,251**	**2,475**
Corridors									
Ventura Avenue	800	404	40,000	100,000	100,000		240,000	75	478
Main Street	100	50	15,000	40,000			55,000	15	66
Thompson Boulevard	300	151	15,000	40,000			55,000	15	167
Loma Vista Road	25	13	15,000	40,000			55,000	15	28
Telegraph Road	250	126	15,000	40,000			55,000	15	142
Victoria Avenue	50	25	15,000	40,000			55,000	15	41
Johnson Drive	150	76	50,000	20,000			70,000	20	95
Wells Road	50	25	15,000	20,000			35,000	10	35
Subtotals (Corridors)	**1,725**	**870**	**180,000**	**340,000**	**100,000**	**0**	**620,000**	**181**	**1,051**
SOI/Other Infill									
101/126 Agriculture	200	101					0	0	101
Wells/Saticoy	1,050	530					0	0	530
Pierpont	100	50	30,000				30,000	8	59
Other Neighorhood Centers	100	50						0	50
Second Units	300	151						0	151
Underutilized	250	126						0	126
Vacant	450	227	165,000	50,000			215,000	60	287
Subtotals (Other Infill)	**2,450**	**1,236**	**195,000**	**50,000**	**0**	**0**	**245,000**	**69**	**1,304**
Totals (Intensification/Reuse)	**6,600**	**3,329**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**	**1,501**	**4,830**
Expansion Areas									
North Avenue	322	162	36,590	54,886			91,476	26	188
Olivas	2,394	1,208	182,952	640,332			823,284	231	1,438
Serra		0						0	0
Canada Larga		0						0	0
Poinsettia		0						0	0
Subtotals (Expansion)	**2,716**	**1,370**	**219,542**	**695,218**	**0**	**0**	**914,760**	**256**	**1,626**
Planned and Pending Developments									
Downtown	50	25	1,072			150,000	151,072	84	110
Ventura Avenue/Westside	238	120	7,086		27,000		34,086	12	132
Midtown	34	17	13,751				13,751	4	21
College (Telegraph/Loma Vista)	4	2	2,718	8,849			11,567	3	5
Telephone Road Corridor	256	129		54,785			54,785	15	144
Montalvo/Victoria	296	149		4,300			4,300	1	151
Saticoy/East End	840	424	7,950	5,600			13,550	4	427
Arundell		0	41,640	42,614	18,080		102,334	30	30
Olivas		0	7,160	7,066	390,053		404,279	142	142
Subtotals (Planned/Pending)	**1,718**	**867**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**295**	**1,162**
Totals (Intensification + Expansion + Pending)	**11,034**	**5,566**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**	**2,053**	**7,618**

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Projected water demands for the various land uses and cumulative totals for Scenario 4 are shown in Table 4.13-18. As indicated in the table, growth accommodated under this scenario would increase current water demand by 6.79 mgd, or about 7,611 AFY. This is almost exactly the same as Scenarios 2 and 3 and 1,805 AFY more than Scenario 1.

Scenario 4 would accommodate the conversion of the North Avenue and Serra expansion areas from agriculture to urban development. Using the same rationale and assumptions as described above under Scenario 2, the total 519 acres of agricultural land that could be converted in these two expansion areas equates to an agricultural demand of 1,298 AFY. Combining this with the agricultural water credit common to all scenarios, as discussed above, equates to a total credit of 2,576 AFY. Therefore, it is assumed that any new water demand requirement for development under this scenario can be reduced or adjusted down by this amount to determine the net demand required from new water sources.

Adding the projected increase of 7,611 AFY to the current water production (21,500 AFY), and subtracting the credit of 2,576 AFY for agricultural land conversion results in overall demand of 26,535 in 2025. This represents a net increase in demand of approximately 5,035 AFY.

Projected overall 2025 demand is lower than the long-term projected supply of 28,262 AFY from the City's 2004 Biennial Water Supply Report and the City's 2000 Urban Water Management Plan projected demand of 27,624 AFY for the year 2020 (five years earlier). Thus, impacts to water supply associated with this scenario are not considered significant. As with the other scenarios, additional wastewater reclamation and/or water conservation efforts could further reduce this demand.

As noted in the Scenario 1 discussion, connection fees would be charged to new development to cover City expenses for upgrade and maintenance of storage and transmission/distribution systems. Impacts relating to replacement of water distribution infrastructure in the older neighborhoods of the City would be similar to those described for Scenario 1 and would be less than significant. Development of either the North Avenue expansion area or the Serra expansion area would require extension of water distribution infrastructure, as described under Scenario 2. As discussed previously, existing water mains are adjacent to both potential expansion areas and it is anticipated that needed extensions could be achieved without disruption of service or significant secondary environmental impacts.

Table 4.13-18
Projected Water Demand
Intensification/Reuse + North Avenue + Serra (Scenario 4)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	Water (AFY)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	Water (AFY)	Water (AFY)
Districts									
Upper North Avenue	100	50	10,000	50,000	200,000		260,000	87	138
North Avenue	50	25	10,000	50,000	400,000		460,000	158	183
Downtown	1,600	807	100,000	200,000		150,000	450,000	168	975
Pacific View Mall	25	13	25,000	0			25,000	7	20
Harbor	300	151	66,000			150,000	216,000	54	205
Arundell	200	101	25,000	300,000	1,200,000		1,525,000	515	616
North Bank	50	25	300,000	50,000	300,000		650,000	204	229
Montalvo	50	25		50,000	50,000		100,000	32	57
Saticoy	50	25	0		75,000		75,000	26	52
Subtotals (Districts)	**2,425**	**1,223**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**	**1,251**	**2,475**
Corridors									
Ventura Avenue	800	404	40,000	100,000	100,000		240,000	75	478
Main Street	100	50	15,000	40,000			55,000	15	66
Thompson Boulevard	300	151	15,000	40,000			55,000	15	167
Loma Vista Road	25	13	15,000	40,000			55,000	15	28
Telegraph Road	250	126	15,000	40,000			55,000	15	142
Victoria Avenue	50	25	15,000	40,000			55,000	15	41
Johnson Drive	150	76	50,000	20,000			70,000	20	95
Wells Road	50	25	15,000	20,000			35,000	10	35
Subtotals (Corridors)	**1,725**	**870**	**180,000**	**340,000**	**100,000**	**0**	**620,000**	**181**	**1,051**
SOI/Other Infill									
101/126 Agriculture	200	101					0	0	101
Wells/Saticoy	1,050	530					0	0	530
Pierpont	100	50	30,000				30,000	8	59
Other Neighborhood Centers	100	50						0	50
Second Units	300	151						0	151
Underutilized	250	126						0	126
Vacant	450	227	165,000	50,000			215,000	60	287
Subtotals (Other Infill)	**2,450**	**1,236**	**195,000**	**50,000**	**0**	**0**	**245,000**	**69**	**1,304**
Totals (Intensification/Reuse)	**6,600**	**3,329**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**	**1,501**	**4,830**
Expansion Areas									
North Avenue	322	162	36,590	54,886			91,476	26	188
Olivas		0					0	0	0
Serra	2,380	1,200	182,952	640,332			823,284	231	1,431
Canada Larga		0						0	0
Poinsettia		0						0	0
Subtotals (Expansion)	**2,702**	**1,363**	**219,542**	**695,218**	**0**	**0**	**914,760**	**256**	**1,619**
Planned and Pending Developments									
Downtown	50	25	1,072			150,000	151,072	84	110
Ventura Avenue/Westside	238	120	7,086		27,000		34,086	12	132
Midtown	34	17	13,751				13,751	4	21
College (Telegraph/Loma Vista)	4	2	2,718	8,849			11,567	3	5
Telephone Road Corridor	256	129		54,785			54,785	15	144
Montalvo/Victoria	296	149		4,300			4,300	1	151
Saticoy/East End	840	424	7,950	5,600			13,550	4	427
Arundell		0	41,640	42,614	18,080		102,334	30	30
Olivas		0	7,160	7,066	390,053		404,279	142	142
Subtotals (Planned/Pending)	**1,718**	**867**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**295**	**1,162**
Totals (Intensification + Expansion + Pending)	**11,020**	**5,558**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**	**2,053**	**7,611**

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga

Projected water demands for the various land uses and cumulative totals for Scenario 5 are shown in Table 4.13-19. As indicated in the table, growth accommodated under this scenario would increase current water demand by 6.78 mgd or about 7,598 AFY, nearly the same as Scenario 2, 3, and 4 and 1,792 AFY more than Scenario 1.

Scenario 5 calls for the conversion of the North Avenue and Western Cañada Larga areas from agriculture to development. Using the same rationale and assumptions as described above under the previous scenarios, the total 176 acres of agricultural land scheduled for conversion into development in these two expansion areas equates to an annual agricultural demand of 440 acre-feet or 0.39 mgd. Combining this with the agricultural water credit common to all scenarios, as discussed above, equates to a total credit of 1,718 AFY. Therefore, it is assumed that any new water demand requirement for development under this scenario can be reduced or adjusted down by this amount to determine the net demand required from new water sources.

Adding the projected increase of 7,598 AFY to the current water production (21,500 AFY), and subtracting the water credit of 1,718 AFY for agricultural land conversion results in overall 2025 demand of 27,380 AFY. This represents a net increase of 5,880 AFY.

Overall projected 2025 demand is lower than the long-term projected supply of 28,262 AFY from the City's 2004 Biennial Water Supply Report and slightly lower than the City's 2000 Urban Water Management Plan projected demand of 27,624 AFY for the year 2020 (five years earlier). Thus, impacts to water supply associated with this scenario are not considered significant. As with the other scenarios, additional wastewater reclamation and/or water conservation efforts could further reduce this demand.

As noted in the Scenario 1 discussion, connection fees would be charged to new development to cover City expenses for upgrade and maintenance of storage and transmission/distribution systems. Impacts relating to replacement of water distribution infrastructure in the older neighborhoods of the City would be similar to those described for Scenario 1 and would be less than significant. Water distribution infrastructure needed for development of the North Avenue expansion area is discussed under Scenario 2. The Western Cañada Larga expansion area would also require extension of water distribution infrastructure, including a pump station from the existing Power Reservoir, a new reservoir within the development, and possibly a new well site in or adjacent to the development. Existing water mains are adjacent to both potential expansion areas and it is anticipated that needed extensions could be achieved without disruption of service or significant secondary environmental impacts.

Table 4.13-19
Projected Water Demand
Intensification/Reuse + North Avenue + W. Canada Larga (Scenario 5)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	Water (AFY)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	Water (AFY)	Water (AFY)
Districts									
Upper North Avenue	100	50	10,000	50,000	200,000		260,000	87	138
North Avenue	50	25	10,000	50,000	400,000		460,000	158	183
Downtown	1,600	807	100,000	200,000		150,000	450,000	168	975
Pacific View Mall	25	13	25,000	0			25,000	7	20
Harbor	300	151	66,000			150,000	216,000	54	205
Arundell	200	101	25,000	300,000	1,200,000		1,525,000	515	616
North Bank	50	25	300,000	50,000	300,000		650,000	204	229
Montalvo	50	25		50,000	50,000		100,000	32	57
Saticoy	50	25	0		75,000		75,000	26	52
Subtotals (Districts)	**2,425**	**1,223**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**	**1,251**	**2,475**
Corridors									
Ventura Avenue	800	404	40,000	100,000	100,000		240,000	75	478
Main Street	100	50	15,000	40,000			55,000	15	66
Thompson Boulevard	300	151	15,000	40,000			55,000	15	167
Loma Vista Road	25	13	15,000	40,000			55,000	15	28
Telegraph Road	250	126	15,000	40,000			55,000	15	142
Victoria Avenue	50	25	15,000	40,000			55,000	15	41
Johnson Drive	150	76	50,000	20,000			70,000	20	95
Wells Road	50	25	15,000	20,000			35,000	10	35
Subtotals (Corridors)	**1,725**	**870**	**180,000**	**340,000**	**100,000**	**0**	**620,000**	**181**	**1,051**
SOI/Other Infill									
101/126 Agriculture	200	101					0	0	101
Wells/Saticoy	1,050	530					0	0	530
Pierpont	100	50	30,000				30,000	8	59
Other Neighborhood Centers	100	50						0	50
Second Units	300	151						0	151
Underutilized	250	126						0	126
Vacant	450	227	165,000	50,000			215,000	60	287
Subtotals (Other Infill)	**2,450**	**1,236**	**195,000**	**50,000**	**0**	**0**	**245,000**	**69**	**1,304**
Totals (Intensification/Reuse)	**6,600**	**3,329**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**	**1,501**	**4,830**
Expansion Areas									
North Avenue	979	494	91,476	219,542			311,018	87	581
Olivas		0					0	0	0
Serra		0						0	0
Canada Larga	1,728	872	109,771	439,085			548,856	154	1,025
Poinsettia		0						0	0
Subtotals (Expansion)	**2,707**	**1,365**	**201,247**	**658,627**	**0**	**0**	**859,874**	**241**	**1,606**
Planned and Pending Developments									
Downtown	50	25	1,072			150,000	151,072	84	110
Ventura Avenue/Westside	238	120	7,086		27,000		34,086	12	132
Midtown	34	17	13,751				13,751	4	21
College (Telegraph/Loma Vista)	4	2	2,718	8,849			11,567	3	5
Telephone Road Corridor	256	129		54,785			54,785	15	144
Montalvo/Victoria	296	149		4,300			4,300	1	151
Saticoy/East End	840	424	7,950	5,600			13,550	4	427
Arundell		0	41,640	42,614	18,080		102,334	30	30
Olivas		0	7,160	7,066	390,053		404,279	142	142
Subtotals (Planned/Pending)	**1,718**	**867**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**295**	**1,162**
Totals (Intensification + Expansion + Pending)	**11,025**	**5,561**	**1,193,624**	**1,871,841**	**2,760,133**	**450,000**	**6,275,598**	**2,037**	**7,598**

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Projected water demands for the various land uses and cumulative totals for Scenario 6 are shown in Table 4.13-20. As indicated in the table, growth accommodated under this scenario would increase current water demand by 6.79 million mgd or about 7,611 AFY, almost exactly the same as Scenario 2, 3, 4, and 5, and 1,805 AFY more than Scenario 1.

Scenario 6 calls for the conversion of the North Avenue and Poinsettia areas from agriculture to development. Using the same rationale and assumptions as described above under the other scenarios, the total 473 acres of agricultural land that could be converted in these two expansion areas equates to an annual agricultural demand of 1,183 acre-feet or 1.06 mgd. Combining this with the agricultural water credit common to all scenarios, as discussed above, equates to a total credit of 2,461 AFY. Therefore, it is assumed that any new water demand requirement for development on these areas can be reduced or adjusted down by this amount to determine the net demand required from new water sources.

Adding the projected increase of 7,611 AFY to current water production (21,500 AFY), and subtracting the water credit of 2,461 AFY for agricultural land conversion results in overall 2025 demand of 26,650 AFY. This represents a net increase of 5,150 AFY.

Projected overall demand is lower than the long-term projected supply of 28,262 AFY from the City's 2004 Biennial Water Supply Report and also lower than the City's 2000 Urban Water Management Plan projected demand of 27,624 AFY for the year 2020 (five years earlier). Thus, water supply impacts associated with this alternative are not considered significant. As with the other scenarios, additional wastewater reclamation and/or water conservation efforts could further reduce this demand.

As noted in the Scenario 1 discussion, connection fees would be charged to new development to cover City expenses for upgrade and maintenance of storage and transmission/distribution systems. Impacts relating to replacement of water distribution infrastructure in the older neighborhoods of the City would be similar to those described for Scenario 1 and would be less than significant. Water distribution infrastructure needed for development of the North Avenue expansion area is discussed under Scenario 2. The Poinsettia expansion area would require connection to the existing 430 Zone to the east and west. Existing water mains are adjacent to both potential expansion areas and it is anticipated that needed extensions could be achieved without disruption of service or significant secondary environmental impacts.

Table 4.13-20
Projected Water Demand
Intensification/Reuse + North Avenue + Poinsettia (Scenario 6)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	Water (AFY)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	Water (AFY)	Water (AFY)
Districts									
Upper North Avenue	100	50	10,000	50,000	200,000		260,000	87	138
North Avenue	50	25	10,000	50,000	400,000		460,000	158	183
Downtown	1,600	807	100,000	200,000		150,000	450,000	168	975
Pacific View Mall	25	13	25,000	0			25,000	7	20
Harbor *	300	151	66,000			150,000	216,000	54	205
Arundell	200	101	25,000	300,000	1,200,000		1,525,000	515	616
North Bank	50	25	300,000	50,000	300,000		650,000	204	229
Montalvo	50	25		50,000	50,000		100,000	32	57
Saticoy	50	25	0		75,000		75,000	26	52
Subtotals (Districts)	**2,425**	**1,223**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**	**1,251**	**2,475**
Corridors									
Ventura Avenue	800	404	40,000	100,000	100,000		240,000	75	478
Main Street	100	50	15,000	40,000			55,000	15	66
Thompson Boulevard	300	151	15,000	40,000			55,000	15	167
Loma Vista Road	25	13	15,000	40,000			55,000	15	28
Telegraph Road	250	126	15,000	40,000			55,000	15	142
Victoria Avenue	50	25	15,000	40,000			55,000	15	41
Johnson Drive	150	76	50,000	20,000			70,000	20	95
Wells Road	50	25	15,000	20,000			35,000	10	35
Subtotals (Corridors)	**1,725**	**870**	**180,000**	**340,000**	**100,000**	**0**	**620,000**	**181**	**1,051**
SOI/Other Infill									
101/126 Agriculture	200	101					0	0	101
Wells/Saticoy	1,050	530					0	0	530
Pierpont	100	50	30,000				30,000	8	59
Other Neighborhood Centers	100	50						0	50
Second Units	300	151						0	151
Underutilized	250	126						0	126
Vacant	450	227	165,000	50,000			215,000	60	287
Subtotals (Other Infill)	**2,450**	**1,236**	**195,000**	**50,000**	**0**	**0**	**245,000**	**69**	**1,304**
Totals (Intensification/Reuse)	**6,600**	**3,329**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**	**1,501**	**4,830**
Expansion Areas									
North Avenue	322	162	36,590	54,886			91,476	26	188
Olivas		0					0	0	0
Serra		0						0	0
Canada Larga		0						0	0
Poinsettia	2,380	1,200	182,952	640,332			823,284	231	1,431
Subtotals (Expansion)	**2,702**	**1,363**	**219,542**	**695,218**	**0**	**0**	**914,760**	**256**	**1,619**
Planned and Pending Developments									
Downtown	50	25	1,072			150,000	151,072	84	110
Ventura Avenue/Westside	238	120	7,086		27,000		34,086	12	132
Midtown	34	17	13,751				13,751	4	21
College (Telegraph/Loma Vista)	4	2	2,718	8,849			11,567	3	5
Telephone Road Corridor	256	129		54,785			54,785	15	144
Montalvo/Victoria	296	149		4,300			4,300	1	151
Saticoy/East End	840	424	7,950	5,600			13,550	4	427
Arundell		0	41,640	42,614	18,080		102,334	30	30
Olivas		0	7,160	7,066	390,053		404,279	142	142
Subtotals (Planned/Pending)	**1,718**	**867**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**295**	**1,162**
Totals (Intensification + Expansion + Pending)	**11,020**	**5,558**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**	**2,053**	**7,611**

MITIGATION MEASURES

The 2005 General Plan includes the following policies and actions relating to water conservation.

Policy 5A *Follow an approach that contributes to resource conservation.*

Action 5.1 *Require low flow fixtures, leak repair, and drought tolerant landscaping (native species if possible), plus emerging water conservation techniques, such as reclamation, as they become available.*

Action 5.3 *Demonstrate low water use techniques at community gardens and city-owned facilities.*

Action 5.4 *Update the Urban Water Management plan as necessary in compliance with the State 1983 Urban Water Management Planning Act.*

Policy 5B *Improve services in ways that respect and even benefit the environment.*

Action 5.8 *Locate new development in or close to developed areas with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.*

Action 5.9 *Update development fee and assessment district requirements as appropriate to cover the true costs associated with development.*

Action 5.11 *Increase emergency water supply capacity through cooperative tie-ins with neighboring suppliers.*

Additional mitigation beyond these proposed policies and actions is not required, but the following measure is recommended.

U-1 **Water System Analysis.** The following action shall be added to the 2005 General Plan:

- Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements for the proposed development in order to determine if there are any system deficiencies or needed improvements for the proposed development.

SIGNIFICANCE AFTER MITIGATION

Impacts related to water supply and reliability would not be significant for any of the six land use scenarios. Implementation of the proposed General Plan policies and action items would further minimize the potential for impacts.

Impact U-2	**New development under any of the 2005 General Plan land use scenarios would increase wastewater generation. Projected future wastewater flows to the City's wastewater treatment plant are projected to remain within the current capacity for all six scenarios. Projected flows to the Ojai Valley Sanitary District plant would be within the capacity of the plant for all scenarios except Scenario 5 (Intensification/Reuse + North Avenue + Western Cañada Larga). Therefore, the impacts of Scenarios 1-4 and 6 are considered Class III, *less than significant*, while the impact of Scenario 5 is considered Class II, *significant but mitigable*.**

Scenario 1 – Intensification/Reuse Only

As shown in Table 4.13-21, growth accommodated under Scenario 1 is projected to generate an additional 3.06 mgd of wastewater flow. The flow generated from land north of Dakota Street in the Ventura Avenue area is outside of the City's service area and would likely be collected and treated by Ojai Valley Sanitary District (OVSD). The only developments in Scenario 1 that are within this OVSD area and would not flow to the Ventura Wastewater Reclamation Facility (VWRF) are assumed to be the Upper North Avenue and North Avenue districts, which are projected to generate approximately 0.18 mgd. The 1.0 mgd of capacity at the OVSD plant is adequate to meet this flow increase. OVSD should also be advised of the development proposed under this scenario so that they can plan for expansion of their plant if this, along with other development plans in their service area, requires the need for additional capacity, but the small flow projected to flow to the OVSD plant should be able to be accommodated by their existing plant.

The additional flow to the VWRF through 2025 is estimated at 2.88 mgd. The flow at the Ventura Wastewater Reclamation Plant for 2004 averaged just under 9.0 mgd and the rated capacity is 14 mgd, leaving capacity for an additional 5.0 mgd before expansion would be required. Thus, an adequate buffer is available for the projected flow.

Some intensification/reuse development, especially in the Downtown area, may cause localized sewer capacity deficiencies that require upgrades of older, undersized sewer infrastructure, primarily the smaller diameter north-south lines. Intensification/reuse within the Midtown area could cause capacity constraints in the East Thompson and East Main sewers. The Ventura Avenue sewer may also have capacity constraints. In the College area, some 8-inch diameter lines may require upgrading. In the East End, portions of the Victoria Avenue and Telephone Road sewer may require upgrading. In the Harbor area, the Marin Lift Station is currently at capacity and could not handle additional flow with upgrades.

Sewer lines that may need replacement are generally located underneath existing streets; therefore, line replacement would involve temporary traffic disruption as well as temporary noise and air quality impacts. However, such impacts could be reduced to a less than significant level through implementation of standard traffic, noise, and dust controls.

Table 4.13-21
Wastewater Generation
Intensification/Reuse Only (Scenario 1)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	WW (mgd)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	WW (mgd)	Wastewater (mgd)
Districts									
Upper North Avenue	100	0.022	10,000	50,000	150,000		210,000	0.058	0.080
North Avenue	50	0.011	10,000	50,000	250,000		310,000	0.088	0.099
Downtown	1,600	0.344	100,000	200,000		150,000	450,000	0.126	0.470
Pacific View Mall	25	0.005	25,000	0			25,000	0.006	0.011
Harbor	300	0.065	66,000			150,000	216,000	0.006	0.071
Arundell	200	0.043	25,000	300,000	1,000,000		1,325,000	0.372	0.415
North Bank	50	0.011	300,000	50,000	300,000		650,000	0.167	0.178
Montalvo	50	0.011		50,000	25,000		75,000	0.019	0.029
Saticoy	50	0.011	0		25,000		25,000	0.008	0.018
Subtotals (Districts)	**2,425**	**0.521**	**536,000**	**700,000**	**1,750,000**	**300,000**	**3,286,000**	**0.849**	**1.370**
Corridors									
Ventura Avenue	800	0.172	40,000	100,000	50,000		190,000	0.046	0.218
Main Street	100	0.022	15,000	40,000			55,000	0.012	0.034
Thompson Boulevard	300	0.065	15,000	40,000			55,000	0.012	0.077
Loma Vista Road	25	0.005	15,000	40,000			55,000	0.012	0.017
Telegraph Road	250	0.054	15,000	40,000			55,000	0.012	0.066
Victoria Avenue	50	0.011	15,000	40,000			55,000	0.012	0.023
Johnson Drive	150	0.032	50,000	20,000			70,000	0.015	0.048
Wells Road	50	0.011	15,000	20,000			35,000	0.008	0.018
Subtotals (Corridors)	**1,725**	**0.371**	**180,000**	**340,000**	**50,000**	**0**	**570,000**	**0.129**	**0.500**
SOI/Other Infill									
101/126 Agriculture	200	0.043					0	0.000	0.043
Wells/Saticoy	1,050	0.226					0	0.000	0.226
Pierpont	100	0.022	30,000				30,000	0.007	0.028
Other Neighborhood Centers	100	0.022						0.000	0.022
Second Units	300	0.065						0.000	0.065
Underutilized	250	0.054						0.000	0.054
Vacant	450	0.097	165,000	50,000			215,000	0.047	0.144
Subtotals (Other Infill)	**2,450**	**0.527**	**195,000**	**50,000**	**0**	**0**	**245,000**	**0.054**	**0.581**
Totals (Intensification/Reuse)	**6,600**	**1.419**	**911,000**	**1,090,000**	**1,800,000**	**300,000**	**4,101,000**	**1.032**	**2.451**
Planned and Pending Developments									
Downtown	50	0.011	1,072			150,000	151,072	0.060	0.071
Ventura Avenue/Westside	238	0.051	7,086		27,000		34,086	0.010	0.061
Midtown	34	0.007	13,751				13,751	0.003	0.010
College (Telegraph/Loma Vista)	4	0.001	2,718	8,849			11,567	0.003	0.003
Telephone Road Corridor	256	0.055		54,785			54,785	0.012	0.067
Montalvo/Victoria	296	0.064		4,300			4,300	0.001	0.065
Saticoy/East End	840	0.181	7,950	5,600			13,550	0.003	0.184
Arundell		0.000	41,640	42,614	18,080		102,334	0.024	0.024
Olivas		0.000	7,160	7,066	390,053		404,279	0.120	0.120
Subtotals (Planned/Pending)	**1,718**	**0.369**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**0.236**	**0.605**
Totals (Intensification + Expansion + Pending)	**8,318**	**1.788**	**992,377**	**1,213,214**	**2,235,133**	**450,000**	**4,890,724**	**1.267**	**3.056**

Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra

Table 4.13-22 shows that the growth accommodated under Scenario 2 through 2025 is projected to generate an additional 4.00 mgd of wastewater flow. The flow generated and treated by developments in the Upper North Avenue and North Avenue districts and the North Avenue expansion area are expected to flow to the OVSD. Future development in these areas is projected to generate approximately 0.28 mgd, which is within the 1.0 mgd of available capacity at the OVSD plant. Nevertheless, the OVSD should be advised of the development and coincident sewage flow proposed under this scenario so that they can plan for expansion of their plant if this, along with other development plans in their service area, requires the need for additional capacity.

The additional flow to the VWRF through 2025 is estimated at 3.72 mgd. As discussed under Scenario 1, the VWRF currently has capacity for an additional 5.0 mgd before expansion would be required. Thus, an adequate buffer is available for the projected flow increase under this scenario and impacts to wastewater treatment facilities would not be significant.

As noted in the Scenario 1 discussion, some intensification/reuse development may cause localized sewer pipeline capacity constraints. Impacts relating to replacement of wastewater infrastructure in the older neighborhoods of the City would be similar to those described for Scenario 1 and would be less than significant. Development of the North Avenue, Olivas, or Serra expansion areas would require extension of sewer lines. However, large diameter trunk sewers exist adjacent to all three areas and it is anticipated that needed extensions could be achieved without capacity constraints, disruption of service, or significant secondary environmental impacts.

Table 4.13-22
Wastewater Generation
Intensification/Reuse + North Avenue + Olivas + Serra (Scenario 2)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	WW (mgd)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	WW (mgd)	Wastewater (mgd)
Districts									
Upper North Avenue	100	0.022	10,000	50,000	200,000		260,000	0.073	0.095
North Avenue	50	0.011	10,000	50,000	400,000		460,000	0.133	0.144
Downtown	1,600	0.344	100,000	200,000		150,000	450,000	0.126	0.470
Pacific View Mall	25	0.005	25,000	0			25,000	0.006	0.011
Harbor	300	0.065	66,000			150,000	216,000	0.006	0.071
Arundell	200	0.043	25,000	300,000	1,200,000		1,525,000	0.432	0.475
North Bank	50	0.011	300,000	50,000	300,000		650,000	0.167	0.178
Montalvo	50	0.011		50,000	50,000		100,000	0.026	0.037
Saticoy	50	0.011	0		75,000		75,000	0.023	0.033
Subtotals (Districts)	**2,425**	**0.521**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**	**0.991**	**1.513**
Corridors									
Ventura Avenue	800	0.172	40,000	100,000	100,000		240,000	0.061	0.233
Main Street	100	0.022	15,000	40,000			55,000	0.012	0.034
Thompson Boulevard	300	0.065	15,000	40,000			55,000	0.012	0.077
Loma Vista Road	25	0.005	15,000	40,000			55,000	0.012	0.017
Telegraph Road	250	0.054	15,000	40,000			55,000	0.012	0.066
Victoria Avenue	50	0.011	15,000	40,000			55,000	0.012	0.023
Johnson Drive	150	0.032	50,000	20,000			70,000	0.015	0.048
Wells Road	50	0.011	15,000	20,000			35,000	0.008	0.018
Subtotals (Corridors)	**1,725**	**0.371**	**180,000**	**340,000**	**100,000**	**0**	**620,000**	**0.144**	**0.515**
SOI/Other Infill									
101/126 Agriculture	200	0.043					0	0.000	0.043
Wells/Saticoy	1,050	0.226					0	0.000	0.226
Pierpont	100	0.022	30,000				30,000	0.007	0.028
Other Neighborhood Centers	100	0.022						0.000	0.022
Second Units	300	0.065						0.000	0.065
Underutilized	250	0.054						0.000	0.054
Vacant	450	0.097	165,000	50,000			215,000	0.047	0.144
Subtotals (Other Infill)	**2,450**	**0.527**	**195,000**	**50,000**	**0**	**0**	**245,000**	**0.054**	**0.581**
Totals (Intensification/Reuse)	**6,600**	**1.419**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**	**1.189**	**2.608**
Expansion Areas									
North Avenue	176	0.038	18,295				18,295	0.004	0.042
Olivas	1,484	0.319	109,771	439,085			548,856	0.121	0.440
Serra	1,042	0.224	91,476	256,133			347,609	0.076	0.301
Canada Larga		0.000						0.000	0.000
Poinsettia		0.000						0.000	0.000
Subtotals (Expansion)	**2,702**	**0.581**	**219,542**	**695,218**	**0**	**0**	**914,760**	**0.201**	**0.782**
Planned and Pending Developments									
Downtown	50	0.011	1,072			150,000	151,072	0.060	0.071
Ventura Avenue/Westside	238	0.051	7,086		27,000		34,086	0.010	0.061
Midtown	34	0.007	13,751				13,751	0.003	0.010
College (Telegraph/Loma Vista)	4	0.001	2,718	8,849			11,567	0.003	0.003
Telephone Road Corridor	256	0.055		54,785			54,785	0.012	0.067
Montalvo/Victoria	296	0.064		4,300			4,300	0.001	0.065
Saticoy/East End	840	0.181	7,950	5,600			13,550	0.003	0.184
Arundell		0.000	41,640	42,614	18,080		102,334	0.024	0.024
Olivas		0.000	7,160	7,066	390,053		404,279	0.120	0.120
Subtotals (Planned/Pending)	**1,718**	**0.369**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**0.236**	**0.605**
Totals (Intensification + Expansion + Pending)	**11,020**	**2.369**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**	**1.626**	**3.996**

Scenario 3 – Intensification/Reuse + North Avenue + Olivas

Table 4.13-23 shows that the growth accommodated under Scenario 3 through 2025 is projected to generate an additional 4.00 mgd of wastewater flow. The flow generated and treated by developments in the Upper North Avenue and North Avenue districts and the North Avenue expansion area are expected to flow to the OVSD. Future development in these areas is projected to generate approximately 0.33 mgd, which is within the 1.0 mgd of available capacity at the OVSD plant. Nevertheless, the OVSD should be advised of the development and coincident sewage flow proposed under this scenario so that they can plan for expansion of their plant if this, along with other development plans in their service area, requires the need for additional capacity.

The additional flow to the VWRF through 2025 is estimated at 3.67 mgd. As discussed under Scenario 1, the VWRF currently has capacity for an additional 5.0 mgd before expansion would be required. Thus, an adequate buffer is available for the projected flow increase under this scenario.

As noted in the Scenario 1 discussion, some intensification/reuse development may cause localized sewer pipeline capacity constraints. Impacts relating to replacement of wastewater infrastructure in the older neighborhoods of the City would be similar to those described for Scenario 1 and would be less than significant. Development of the North Avenue or Olivas expansion areas would require extension of sewer lines. However, as discussed under Scenario 2, large diameter sewer mains exist adjacent to both potential expansion areas and it is anticipated that needed extensions could be achieved without capacity constraints, disruption of service, or significant secondary environmental impacts.

Table 4.13-23
Wastewater Generation
Intensification/Reuse + North Avenue + Olivas (Scenario 3)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	WW (mgd)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	WW (mgd)	Wastewater (mgd)
Districts									
Upper North Avenue	100	0.022	10,000	50,000	200,000		260,000	0.073	0.095
North Avenue	50	0.011	10,000	50,000	400,000		460,000	0.133	0.144
Downtown	1,600	0.344	100,000	200,000		150,000	450,000	0.126	0.470
Pacific View Mall	25	0.005	25,000	0			25,000	0.006	0.011
Harbor	300	0.065	66,000			150,000	216,000	0.006	0.071
Arundell	200	0.043	25,000	300,000	1,200,000		1,525,000	0.432	0.475
North Bank	50	0.011	300,000	50,000	300,000		650,000	0.167	0.178
Montalvo	50	0.011		50,000	50,000		100,000	0.026	0.037
Saticoy	50	0.011	0		75,000		75,000	0.023	0.033
Subtotals (Districts)	**2,425**	**0.521**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**	**0.991**	**1.513**
Corridors									
Ventura Avenue	800	0.172	40,000	100,000	100,000		240,000	0.061	0.233
Main Street	100	0.022	15,000	40,000			55,000	0.012	0.034
Thompson Boulevard	300	0.065	15,000	40,000			55,000	0.012	0.077
Loma Vista Road	25	0.005	15,000	40,000			55,000	0.012	0.017
Telegraph Road	250	0.054	15,000	40,000			55,000	0.012	0.066
Victoria Avenue	50	0.011	15,000	40,000			55,000	0.012	0.023
Johnson Drive	150	0.032	50,000	20,000			70,000	0.015	0.048
Wells Road	50	0.011	15,000	20,000			35,000	0.008	0.018
Subtotals (Corridors)	**1,725**	**0.371**	**180,000**	**340,000**	**100,000**	**0**	**620,000**	**0.144**	**0.515**
SOI/Other Infill									
101/126 Agriculture	200	0.043					0	0.000	0.043
Wells/Saticoy	1,050	0.226					0	0.000	0.226
Pierpont	100	0.022	30,000				30,000	0.007	0.028
Other Neighorhood Centers	100	0.022						0.000	0.022
Second Units	300	0.065						0.000	0.065
Underutilized	250	0.054						0.000	0.054
Vacant	450	0.097	165,000	50,000			215,000	0.047	0.144
Subtotals (Other Infill)	**2,450**	**0.527**	**195,000**	**50,000**	**0**	**0**	**245,000**	**0.054**	**0.581**
Totals (Intensification/Reuse)	**6,600**	**1.419**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**	**1.189**	**2.608**
Expansion Areas									
North Avenue	322	0.069	36,590	54,886			91,476	0.020	0.089
Olivas	2,394	0.515	182,952	640,332			823,284	0.181	0.696
Serra		0.000						0.000	0.000
Canada Larga		0.000						0.000	0.000
Poinsettia		0.000						0.000	0.000
Subtotals (Expansion)	**2,716**	**0.584**	**219,542**	**695,218**	**0**	**0**	**914,760**	**0.201**	**0.785**
Planned and Pending Developments									
Downtown	50	0.011	1,072			150,000	151,072	0.060	0.071
Ventura Avenue/Westside	238	0.051	7,086		27,000		34,086	0.010	0.061
Midtown	34	0.007	13,751				13,751	0.003	0.010
College (Telegraph/Loma Vista)	4	0.001	2,718	8,849			11,567	0.003	0.003
Telephone Road Corridor	256	0.055		54,785			54,785	0.012	0.067
Montalvo/Victoria	296	0.064		4,300			4,300	0.001	0.065
Saticoy/East End	840	0.181	7,950	5,600			13,550	0.003	0.184
Arundell		0.000	41,640	42,614	18,080		102,334	0.024	0.024
Olivas		0.000	7,160	7,066	390,053		404,279	0.120	0.120
Subtotals (Planned/Pending)	**1,718**	**0.369**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**0.236**	**0.605**
Totals (Intensification + Expansion + Pending)	**11,034**	**2.372**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**	**1.626**	**3.999**

Scenario 4 – Intensification/Reuse + North Avenue + Serra

Table 4.13-24 shows that the growth accommodated under Scenario 4 is projected to generate an additional 4.00 mgd of wastewater flow. The flow generated and treated by developments in the Upper North Avenue and North Avenue districts and the North Avenue expansion area are expected to flow to the OVSD. Similar to Scenario 3, future development in these areas is projected to generate approximately 0.33 mgd, which is within the 1.0 mgd of available capacity at the OVSD plant. Nevertheless, the OVSD should be advised of the development and coincident sewage flow proposed under this scenario so that they can plan for expansion of their plant if this, along with other development plans in their service area, requires the need for additional capacity.

Similar to Scenario 3, the additional flow to the VWRF through 2025 is estimated at 3.67 mgd. As discussed under Scenario 1, the VWRF currently has capacity for an additional 5.0 mgd before expansion would be required. Thus, an adequate buffer is available for the projected flow increase under this scenario.

As noted in the Scenario 1 discussion, some intensification/reuse development may cause localized sewer pipeline capacity constraints. Impacts relating to replacement of wastewater infrastructure in the older neighborhoods of the City would be similar to those described for Scenario 1 and would be less than significant. Development of the North Avenue or Serra expansion areas would require extension of sewer lines. However, as discussed under Scenario 2, large diameter sewer mains exist adjacent to both areas and it is anticipated that needed extensions could be achieved without capacity constraints, disruption of service, or significant secondary environmental impacts.

Table 4.13-24
Wastewater Generation
Intensification/Reuse + North Avenue + Serra (Scenario 4)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	WW (mgd)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	WW (mgd)	Wastewater (mgd)
Districts									
Upper North Avenue	100	0.022	10,000	50,000	200,000		260,000	0.073	0.095
North Avenue	50	0.011	10,000	50,000	400,000		460,000	0.133	0.144
Downtown	1,600	0.344	100,000	200,000		150,000	450,000	0.126	0.470
Pacific View Mall	25	0.005	25,000	0			25,000	0.006	0.011
Harbor	300	0.065	66,000			150,000	216,000	0.006	0.071
Arundell	200	0.043	25,000	300,000	1,200,000		1,525,000	0.432	0.475
North Bank	50	0.011	300,000	50,000	300,000		650,000	0.167	0.178
Montalvo	50	0.011		50,000	50,000		100,000	0.026	0.037
Saticoy	50	0.011	0		75,000		75,000	0.023	0.033
Subtotals (Districts)	**2,425**	**0.521**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**	**0.991**	**1.513**
Corridors									
Ventura Avenue	800	0.172	40,000	100,000	100,000		240,000	0.061	0.233
Main Street	100	0.022	15,000	40,000			55,000	0.012	0.034
Thompson Boulevard	300	0.065	15,000	40,000			55,000	0.012	0.077
Loma Vista Road	25	0.005	15,000	40,000			55,000	0.012	0.017
Telegraph Road	250	0.054	15,000	40,000			55,000	0.012	0.066
Victoria Avenue	50	0.011	15,000	40,000			55,000	0.012	0.023
Johnson Drive	150	0.032	50,000	20,000			70,000	0.015	0.048
Wells Road	50	0.011	15,000	20,000			35,000	0.008	0.018
Subtotals (Corridors)	**1,725**	**0.371**	**180,000**	**340,000**	**100,000**	**0**	**620,000**	**0.144**	**0.515**
SOI/Other Infill									
101/126 Agriculture	200	0.043					0	0.000	0.043
Wells/Saticoy	1,050	0.226					0	0.000	0.226
Pierpont	100	0.022	30,000				30,000	0.007	0.028
Other Neighborhood Centers	100	0.022						0.000	0.022
Second Units	300	0.065						0.000	0.065
Underutilized	250	0.054						0.000	0.054
Vacant	450	0.097	165,000	50,000			215,000	0.047	0.144
Subtotals (Other Infill)	**2,450**	**0.527**	**195,000**	**50,000**	**0**	**0**	**245,000**	**0.054**	**0.581**
Totals (Intensification/Reuse)	**6,600**	**1.419**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**	**1.189**	**2.608**
Expansion Areas									
North Avenue	322	0.069	36,590	54,886			91,476	0.020	0.089
Olivas		0.000					0	0.000	0.000
Serra	2,380	0.512	182,952	640,332			823,284	0.181	0.693
Canada Larga		0.000						0.000	0.000
Poinsettia		0.000						0.000	0.000
Subtotals (Expansion)	**2,702**	**0.581**	**219,542**	**695,218**	**0**	**0**	**914,760**	**0.201**	**0.782**
Planned and Pending Developments									
Downtown	50	0.011	1,072			150,000	151,072	0.060	0.071
Ventura Avenue/Westside	238	0.051	7,086		27,000		34,086	0.010	0.061
Midtown	34	0.007	13,751				13,751	0.003	0.010
College (Telegraph/Loma Vista)	4	0.001	2,718	8,849			11,567	0.003	0.003
Telephone Road Corridor	256	0.055		54,785			54,785	0.012	0.067
Montalvo/Victoria	296	0.064		4,300			4,300	0.001	0.065
Saticoy/East End	840	0.181	7,950	5,600			13,550	0.003	0.184
Arundell		0.000	41,640	42,614	18,080		102,334	0.024	0.024
Olivas		0.000	7,160	7,066	390,053		404,279	0.120	0.120
Subtotals (Planned/Pending)	**1,718**	**0.369**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**0.236**	**0.605**
Totals (Intensification + Expansion + Pending)	**11,020**	**2.369**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**	**1.626**	**3.996**

Scenario 5 – Intensification/Reuse + North Avenue + Western Cañada Larga.

Table 4.13-25 shows that the growth accommodated under Scenario 5 is projected to generate an additional 3.99 mgd of wastewater flow. The flow generated and treated by developments in the Upper North Avenue and North Avenue districts and the North Avenue and Western Cañada Larga expansion areas are expected to flow to the OVSD. Future development in these areas is projected to generate approximately 1.01 mgd, which is essentially equal to the 1.0 mgd of available capacity at the OVSD plant. Impacts are therefore considered potentially significant, though OVSD staff has indicated that they would be able to expand their plant with revenues collected from connection fees as long as they have adequate time to plan, design, permit and construct this plant expansion, which can take on the order of five years. The OVSD should be advised of the level of development and coincident sewage flow proposed under this scenario so that they can plan for expansion of their plant since this, along with other development plans in their service area, would likely require the need for additional capacity.

The additional flow to the VWRF through 2025 is estimated at 2.98 mgd. As discussed under Scenario 1, the VWRF currently has capacity for an additional 5.0 mgd before expansion would be required. Thus, an adequate buffer is available for the projected flow increase under this scenario.

As noted in the Scenario 1 discussion, some intensification/reuse development may cause localized sewer pipeline capacity constraints. Impacts relating to replacement of wastewater infrastructure in the older neighborhoods of the City would be similar to those described for Scenario 1 and would be less than significant. Development of the North Avenue or Western Cañada Larga expansion areas would require extension of sewer lines. Lines in the Western Cañada Larga area could most likely gravity flow to the Ojai Valley Sanitary District plant. Large diameter sewer mains exist adjacent to both potential expansion areas and it is anticipated that needed extensions could be achieved without capacity constraints, disruption of service, or significant secondary environmental impacts.

Table 4.13-25
Wastewater Generation
Intensification/Reuse + North Avenue + W. Canada Larga (Scenario 5)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	WW (mgd)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	WW (mgd)	Wastewater (mgd)
Districts									
Upper North Avenue	100	0.022	10,000	50,000	200,000		260,000	0.073	0.095
North Avenue	50	0.011	10,000	50,000	400,000		460,000	0.133	0.144
Downtown	1,600	0.344	100,000	200,000		150,000	450,000	0.126	0.470
Pacific View Mall	25	0.005	25,000	0			25,000	0.006	0.011
Harbor	300	0.065	66,000			150,000	216,000	0.006	0.071
Arundell	200	0.043	25,000	300,000	1,200,000		1,525,000	0.432	0.475
North Bank	50	0.011	300,000	50,000	300,000		650,000	0.167	0.178
Montalvo	50	0.011		50,000	50,000		100,000	0.026	0.037
Saticoy	50	0.011	0		75,000		75,000	0.023	0.033
Subtotals (Districts)	**2,425**	**0.521**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**	**0.991**	**1.513**
Corridors									
Ventura Avenue	800	0.172	40,000	100,000	100,000		240,000	0.061	0.233
Main Street	100	0.022	15,000	40,000			55,000	0.012	0.034
Thompson Boulevard	300	0.065	15,000	40,000			55,000	0.012	0.077
Loma Vista Road	25	0.005	15,000	40,000			55,000	0.012	0.017
Telegraph Road	250	0.054	15,000	40,000			55,000	0.012	0.066
Victoria Avenue	50	0.011	15,000	40,000			55,000	0.012	0.023
Johnson Drive	150	0.032	50,000	20,000			70,000	0.015	0.048
Wells Road	50	0.011	15,000	20,000			35,000	0.008	0.018
Subtotals (Corridors)	**1,725**	**0.371**	**180,000**	**340,000**	**100,000**	**0**	**620,000**	**0.144**	**0.515**
SOI/Other Infill									
101/126 Agriculture	200	0.043					0	0.000	0.043
Wells/Saticoy	1,050	0.226					0	0.000	0.226
Pierpont	100	0.022	30,000				30,000	0.007	0.028
Other Neighborhood Centers	100	0.022						0.000	0.022
Second Units	300	0.065						0.000	0.065
Underutilized	250	0.054						0.000	0.054
Vacant	450	0.097	165,000	50,000			215,000	0.047	0.144
Subtotals (Other Infill)	**2,450**	**0.527**	**195,000**	**50,000**	**0**	**0**	**245,000**	**0.054**	**0.581**
Totals (Intensification/Reuse)	**6,600**	**1.419**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**	**1.189**	**2.608**
Expansion Areas									
North Avenue	979	0.210	91,476	219,542			311,018	0.068	0.279
Olivas		0.000					0	0.000	0.000
Serra		0.000						0.000	0.000
Canada Larga	1,728	0.372	109,771	439,085			548,856	0.121	0.492
Poinsettia		0.000						0.000	0.000
Subtotals (Expansion)	**2,707**	**0.582**	**201,247**	**658,627**	**0**	**0**	**859,874**	**0.189**	**0.771**
Planned and Pending Developments									
Downtown	50	0.011	1,072			150,000	151,072	0.060	0.071
Ventura Avenue/Westside	238	0.051	7,086		27,000		34,086	0.010	0.061
Midtown	34	0.007	13,751				13,751	0.003	0.010
College (Telegraph/Loma Vista)	4	0.001	2,718	8,849			11,567	0.003	0.003
Telephone Road Corridor	256	0.055		54,785			54,785	0.012	0.067
Montalvo/Victoria	296	0.064		4,300			4,300	0.001	0.065
Saticoy/East End	840	0.181	7,950	5,600			13,550	0.003	0.184
Arundell		0.000	41,640	42,614	18,080		102,334	0.024	0.024
Olivas		0.000	7,160	7,066	390,053		404,279	0.120	0.120
Subtotals (Planned/Pending)	**1,718**	**0.369**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**0.236**	**0.605**
Totals (Intensification + Expansion + Pending)	**11,025**	**2.370**	**1,193,624**	**1,871,841**	**2,760,133**	**450,000**	**6,275,598**	**1.614**	**3.985**

Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia

Table 4.13-26 shows that the growth accommodated under Scenario 6 is projected to generate an additional 4.00 mgd of wastewater flow. The flow generated and treated by developments in the Upper North Avenue and North Avenue districts and the North Avenue expansion area are expected to flow to the OVSD. Similar to Scenarios 3 and 4, future development in these areas is projected to generate approximately 0.33 mgd, which is within the 1.0 mgd of available capacity at the OVSD plant. Nevertheless, the OVSD should be advised of the development and coincident sewage flow proposed under this scenario so that they can plan for expansion of their plant if this, along with other development plans in their service area, requires the need for additional capacity.

Similar to Scenarios 3 and 4, the additional flow to the VWRF through 2025 is estimated at 3.67 mgd. As discussed under Scenario 1, the VWRF currently has capacity for an additional 5.0 mgd before expansion would be required. Thus, an adequate buffer is available for the projected flow increase under this scenario.

As noted in the Scenario 1 discussion, some intensification/reuse development, especially in the Downtown area, may cause localized sewer pipeline capacity constraints. Impacts relating to replacement of wastewater infrastructure in the older neighborhoods of the City would be similar to those described for Scenario 1 and would be less than significant. The North Avenue area is discussed under Scenario 2. Development of the Poinsettia expansion area would require extension of sewer lines to connect to the Highway 126 sewer and could require replacement of portions of that sewer. Existing large diameter sewer mains are adjacent to the North Avenue expansion area and further downstream of the Poinsettia area. It is anticipated that needed sewer infrastructure extensions could be achieved without significant capacity constraints, disruption of service, or significant secondary environmental impacts.

Table 4.13-26
Wastewater Generation
Intensification/Reuse + North Avenue + Poinsettia (Scenario 6)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	WW (mgd)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	WW (mgd)	Wastewater (mgd)
Districts									
Upper North Avenue	100	0.022	10,000	50,000	200,000		260,000	0.073	0.095
North Avenue	50	0.011	10,000	50,000	400,000		460,000	0.133	0.144
Downtown	1,600	0.344	100,000	200,000		150,000	450,000	0.126	0.470
Pacific View Mall	25	0.005	25,000	0			25,000	0.006	0.011
Harbor *	300	0.065	66,000			150,000	216,000	0.006	0.071
Arundell	200	0.043	25,000	300,000	1,200,000		1,525,000	0.432	0.475
North Bank	50	0.011	300,000	50,000	300,000		650,000	0.167	0.178
Montalvo	50	0.011		50,000	50,000		100,000	0.026	0.037
Saticoy	50	0.011	0		75,000		75,000	0.023	0.033
Subtotals (Districts)	**2,425**	**0.521**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**	**0.991**	**1.513**
Corridors									
Ventura Avenue	800	0.172	40,000	100,000	100,000		240,000	0.061	0.233
Main Street	100	0.022	15,000	40,000			55,000	0.012	0.034
Thompson Boulevard	300	0.065	15,000	40,000			55,000	0.012	0.077
Loma Vista Road	25	0.005	15,000	40,000			55,000	0.012	0.017
Telegraph Road	250	0.054	15,000	40,000			55,000	0.012	0.066
Victoria Avenue	50	0.011	15,000	40,000			55,000	0.012	0.023
Johnson Drive	150	0.032	50,000	20,000			70,000	0.015	0.048
Wells Road	50	0.011	15,000	20,000			35,000	0.008	0.018
Subtotals (Corridors)	**1,725**	**0.371**	**180,000**	**340,000**	**100,000**	**0**	**620,000**	**0.144**	**0.515**
SOI/Other Infill									
101/126 Agriculture	200	0.043					0	0.000	0.043
Wells/Saticoy	1,050	0.226					0	0.000	0.226
Pierpont	100	0.022	30,000				30,000	0.007	0.028
Other Neighborhood Centers	100	0.022						0.000	0.022
Second Units	300	0.065						0.000	0.065
Underutilized	250	0.054						0.000	0.054
Vacant	450	0.097	165,000	50,000			215,000	0.047	0.144
Subtotals (Other Infill)	**2,450**	**0.527**	**195,000**	**50,000**	**0**	**0**	**245,000**	**0.054**	**0.581**
Totals (Intensification/Reuse)	**6,600**	**1.419**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**	**1.189**	**2.608**
Expansion Areas									
North Avenue	322	0.069	36,590	54,886			91,476	0.020	0.089
Olivas		0.000					0	0.000	0.000
Serra		0.000						0.000	0.000
Canada Larga		0.000						0.000	0.000
Poinsettia	2,380	0.512	182,952	640,332			823,284	0.181	0.693
Subtotals (Expansion)	**2,702**	**0.581**	**219,542**	**695,218**	**0**	**0**	**914,760**	**0.201**	**0.782**
Planned and Pending Developments									
Downtown	50	0.011	1,072			150,000	151,072	0.060	0.071
Ventura Avenue/Westside	238	0.051	7,086		27,000		34,086	0.010	0.061
Midtown	34	0.007	13,751				13,751	0.003	0.010
College (Telegraph/Loma Vista)	4	0.001	2,718	8,849			11,567	0.003	0.003
Telephone Road Corridor	256	0.055		54,785			54,785	0.012	0.067
Montalvo/Victoria	296	0.064		4,300			4,300	0.001	0.065
Saticoy/East End	840	0.181	7,950	5,600			13,550	0.003	0.184
Arundell		0.000	41,640	42,614	18,080		102,334	0.024	0.024
Olivas		0.000	7,160	7,066	390,053		404,279	0.120	0.120
Subtotals (Planned/Pending)	**1,718**	**0.369**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**0.236**	**0.605**
Totals (Intensification + Expansion + Pending)	**11,020**	**2.369**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**	**1.626**	**3.996**

Wastewater Comparison by Scenario

The six scenarios discussed above would have varying impacts on existing wastewater plants as summarized in the Table 4.13-27. Scenario 1 has the lowest wastewater flow and, along with Scenario 5, would provide a substantial buffer (approximately 2.0 mgd) with regard to total capacity at the VWRF. Scenario 3, 4 and 6 are virtually identical in terms of their impacts and Scenario 2 is only slightly higher in its impact on the VWRF but slightly lower in its impact on the OVSD plant. Scenario 5 would have the highest impact on the OVSD plant. Additionally, future water conservation measures implemented by these new developments as well as on-going measures by existing customers could reduce per capita water use inside the home, thus generating less sewage and providing additional wastewater capacity. These flows can be monitored in the future to determine whether they are tracking on or below projections and adjustments made, if necessary, for planning purposes.

Table 4.13-27
Projected Wastewater Flow Summary

	VWRF	OVSD
	(mgd)	(mgd)
Scenario 1	2.85	0.18
Scenario 2	3.72	0.28
Scenario 3	3.67	0.33
Scenario 4	3.67	0.33
Scenario 5	2.98	1.01
Scenario 6	3.67	0.33

MITIGATION MEASURES

The 2005 General Plan includes the following policies and actions relating to minimizing impacts associated with wastewater generation.

Policy 5B *Improve services in ways that respect and even benefit the environment.*

Action 5.8 *Locate new development in or close to developed areas with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.*

Action 5.9 *Update development fee and assessment district requirements as appropriate to cover the true costs associated with development.*

Action 5.10 *Utilize existing waste source reduction requirements, and continue to expand and improve composting and recycling options.*

Action 5.12 *Apply new technologies to increase the efficiency of the wastewater treatment system.*

In addition to the above policy and actions, the following measure is recommended for all six scenarios.

U-2(a) **Sewer System Analyses.** The following action should be added to the 2005 General Plan:

- Require project proponents to conduct sewer collection system analysis to determine if downstream facilities are adequate to handle the proposed development.

In addition, the following measure is required for Scenario 5.

U-2(b) **Ojai Valley Sanitary District Capacity.** The following action shall be added to the 2005 General Plan if Scenario 5 or any other scenario that includes both the North Avenue and Western Cañada Larga expansion areas is selected:

- Allow development within the North Avenue expansion area or Western Cañada Larga expansion only when the Ojai Valley Sanitary District has adequate treatment capacity for projected wastewater flows or other mitigation is approved by the City Engineer.

SIGNIFICANCE AFTER MITIGATION

With implementation of the proposed General Plan policies and action items, and above mitigation measures, impacts related wastewater collection and treatment would be less than significant for any of the six land use scenarios.

4.14 LAND USE and PLANNING

This section analyzes the 2005 General Plan's consistency with, and potential environmental impacts resulting from, applicable local, regional, and state land use policies. Consistency with the Ventura County Air Quality Management Plan (AQMP) is discussed in Section 4.3, *Air Quality*. Land use compatibility conflicts associated with growth accommodated under the 2005 General Plan are discussed in Sections 4.1, *Aesthetics and Community Design*, 4.2, *Agriculture*, 4.3, *Air Quality*, 4.7, *Hazards and Hazardous Materials*, and 4.10, *Noise*, 4.11.

4.14.1 Setting

Ventura is subject to the land use regulatory policies of various state and regional agencies. These agencies and the corresponding state and regional policy documents that affect land use planning in Ventura are discussed below.

a. Regulatory Agencies. State, regional, and local agencies with roles in establishing and implementing land use policy in Ventura include the California Coastal Commission, the Southern California Association of Governments, and the Ventura County Local Agency Formation Commission (LAFCO).

California Coastal Commission. The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976. The mission of the Coastal Commission is to protect, conserve, restore, and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations.

In partnership with coastal cities and counties, the Coastal Commission plans and regulates the use of land and water within the coastal zone.[1] Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government.

Southern California Association of Governments (SCAG). The City of Ventura is located within the planning area of the Southern California Association of Governments (SCAG). SCAG functions as the Metropolitan Planning Organization for Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties. The region encompasses a population exceeding 15 million persons in an area of more than 38,000 square miles. As the designated Metropolitan Planning Organization, SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Also functioning as the Metropolitan Transportation Authority, SCAG administers the state-mandated Regional Transportation Plan (RTP), designed to address the regional impact of urban congestion.

[1] *The "coastal zone" includes all offshore islands and extends inland generally 1,000 yards from the mean high tide line of the Pacific Ocean. In significant coastal estuarine, habitat, and recreational areas, the coastal zone extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone generally extends inland less than 1,000 yards.*

Ventura County Local Agency Formation Commission (LAFCO). The Ventura LAFCO was formed and operates according to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code §56000 et seq.). State law provides for LAFCOs to be formed as independent agencies in each county in California. LAFCOs implement state requirements and state and local policies relating to boundary changes for cities and most special districts, including spheres of influence, incorporations, annexations, reorganizations and other changes of organization. In this capacity, the Ventura LAFCO is the boundary agency for cities and most special districts in Ventura County.

b. Applicable Plans and Policies. Plans, regulations, and policies of the above agencies that are relevant to the proposed 2005 General Plan are described below.

California Coastal Act. The California Coastal Act of 1976 (Public Resources Code 30000 et. seq.) establishes policies guiding development and conservation along the California coast. Coastal Act policies fall into six general categories: (1) public access; (2) recreation; (3) marine environment; (4) land resources; (5) development; and (6) industrial development. Specific policies and their relevance to the 2005 General Plan are discussed under Impact LU-2, beginning on page 4.14-10.

The Coastal Act requires local jurisdictions that are located (wholly or partly) in the coastal zone to prepare a Local Coastal Program (LCP) for the portion of the local jurisdiction that lies within the Coastal Zone. The LCP consists of a Land Use Plan (such as this General Plan) and an Implementation Plan (i.e., Zoning Regulations). The Coastal Commission must approve (i.e., "certify") a City's LCP in order to ensure that the LCP is consistent with, and achieves the objectives of, the Coastal Act. As the LCP is being updated as part of the 2005 General Plan, the LCP will require certification by the Coastal Commission.

Regional Comprehensive Plan and Guide. SCAG's Regional Comprehensive Plan and Guide (RCPG) contains a general overview of federal, state, and regional plans applicable to the southern California region and serves as a comprehensive planning guide for future regional growth. The primary goals of the RCPG are to improve the standard of living, enhance the quality of life, and promote social equity. The RCPG was adopted in 1994 by the member agencies of SCAG to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use in their decision making. It includes input from each of the 13 subregions that make up the Southern California region and includes Los Angeles, Orange, San Bernardino, Riverside, Imperial, and Ventura Counties.

Regional Transportation Plan (RTP). SCAG's RTP is a long range transportation plan that looks ahead 20+ years and provides a vision for the future of the regional multi-modal transportation system. The RTP identifies major challenges as well as potential opportunities associated with growth, transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth that is anticipated in the region.

Growth Vision Report. In an effort to provide local decision-makers with the tools they need to plan more effectively for the six million new residents projected to live in Southern California by 2030, SCAG undertook a growth visioning initiative called *Southern California*

Compass. The objective of this effort was to develop a comprehensive new vision for Southern California over the next 30 years by taking a more all-encompassing, inclusive approach to planning at both the local and regional levels. The SCAG Growth Vision Report begins with a general discussion of the challenges facing Southern California as it prepares to accommodate an estimated 6.3 million additional people by 2030. It studies historical trends in demographics, housing, jobs, and other key aspects essential to understanding how the region will evolve and grow. Looking forward, the report explores how emerging trends and conditions will affect future growth in the region. It also discusses the challenges of continuously developing and refining the Growth Vision.

Guidelines for Orderly Development. The Guidelines for Orderly Development make Ventura County unique in the State in terms of County/City development issues. Originally adopted in 1969 by the Ventura LAFCO, Ventura County, and each of the cities in the County, the Guidelines for Orderly Development are statements of local policies which provide that urban development should occur, whenever and wherever practical, within incorporated cities.

4.14.3 Impact Analysis

a. Methodology and Significance Thresholds. The discussion of land use impacts analyzes the proposed 2005 General Plan's consistency with applicable policies of the various state and regional plan's for the purposes of assessing the proposed project's environmental impacts related to land use.

The proposed 2005 General Plan is a citywide plan intended to provide for the orderly development of the community over the next 20 years. As such, it would not physically divide an established community. Therefore, the proposed 2005 General Plan would result in a potentially significant land use impact if it would:

- *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including SCAG's Regional Comprehensive Plan and Guide and the California Coastal Act) adopted for the purpose of avoiding or mitigating an environmental effect*
- *Conflict with an applicable habitat conservation plan or natural community conservation plan*

Although the analysis that follows evaluates consistency with various regulatory policies, it should be noted that each individual agency (California Coastal Commission, SCAG, Ventura County LAFCO) ultimately has the discretion to determine consistency of the 2005 General Plan with the policies, plans, and/or programs that fall within that agency's purview.

b. Project Impacts and Mitigation Measures. The following matrix provides a summary comparison of impacts for each of the EIR scenarios. A detailed discussion of each environmental impact follows.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
State and LAFCO Boundary Adjustment Policies (Impact LU-1)	Generally consistent with applicable policies; LAFCO will determine consistency of individual future adjustments on a case-by-case basis. Impacts are Class III, less than significant.	Generally consistent with applicable policies; LAFCO will determine consistency of individual future adjustments on a case-by-case basis. Impacts are Class III, less than significant.	Generally consistent with applicable policies; LAFCO will determine consistency of individual future adjustments on a case-by-case basis. Impacts are Class III, less than significant.	Generally consistent with applicable policies; LAFCO will determine consistency of individual future adjustments on a case-by-case basis. Impacts are Class III, less than significant.	Generally consistent with applicable policies; LAFCO will determine consistency of individual future adjustments on a case-by-case basis. Impacts are Class III, less than significant.	Generally consistent with applicable policies; LAFCO will determine consistency of individual future adjustments on a case-by-case basis. Impacts are Class III, less than significant.
California Coastal Act (Impact LU-2)	Consistent with Coastal Act policies. Impacts are Class III, less than significant.	Generally consistent with Coastal Act policies, but possible conversion of Prime agricultural land inconsistent with policies relating to the maintenance of Prime agricultural land within the coastal zone. Impacts are Class I, unavoidably significant.	Impacts similar to Scenario 2 and Class I, unavoidably significant, due to possible conversion of Olivas area Prime agricultural land.	Consistent with Coastal Act policies. Impacts are Class III, less than significant.	Consistent with Coastal Act policies. Impacts are Class III, less than significant.	Consistent with Coastal Act policies. Impacts are Class III, less than significant.
SCAG Regional Comprehensive Plan and Guide (RCPG) (Impact LU-3)	Generally consistent with RCPG policies. Impacts are Class III, less than significant.	Generally consistent with RCPG policies. Impacts are Class III, less than significant.	Generally consistent with RCPG policies. Impacts are Class III, less than significant.	Generally consistent with RCPG policies. Impacts are Class III, less than significant.	Generally consistent with RCPG policies. Impacts are Class III, less than significant.	Generally consistent with RCPG policies. Impacts are Class III, less than significant.
SCAG Regional Transportation Plan (RTP)	Generally consistent with RTP policies.	Generally consistent with RTP policies. Impacts are Class	Generally consistent with RTP policies. Impacts are Class	Generally consistent with RTP policies. Impacts are Class	Generally consistent with RTP policies. Impacts are Class	Generally consistent with RTP policies.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
(Impact LU-4)	Impacts are Class III, less than significant.	III, less than significant.	III, less than significant.	III, less than significant.	III, less than significant.	Impacts are Class III, less than significant.
SCAG Growth Visioning Report (Impact LU-5)	Generally consistent with Growth Visioning Report policies. Impacts are Class III, less than significant.	Generally consistent with Growth Visioning Report policies. Impacts are Class III, less than significant.	Generally consistent with Growth Visioning Report policies. Impacts are Class III, less than significant.	Generally consistent with Growth Visioning Report policies. Impacts are Class III, less than significant.	Generally consistent with Growth Visioning Report policies. Impacts are Class III, less than significant.	Generally consistent with Growth Visioning Report policies. Impacts are Class III, less than significant.

Impact LU-1	**No boundary adjustments are being sought at this time and all of the General Plan scenarios emphasize intensification and reuse over expansion of the City. Annexations and Sphere of Influence adjustments could be sought at some point in the future under any of the scenarios and certain possible annexations/Sphere of Influence adjustments could potentially conflict with relevant State and LAFCO policies. However, because any conflicts would need to be resolved prior to LAFCO approval of any boundary adjustment, impacts can be reduced to a Class III, *less than significant*, level for all six scenarios.**

The State of California possesses the exclusive power to regulate boundary changes, which means that no local government has the right to change its own boundary without State approval. The Legislature has prescribed a "uniform process" for boundary changes for both cities and special districts that is now embodied in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code Section 56000 et seq.). This Act delegates the Legislature's boundary powers to local agency formation commissions (LAFCOs).

The Ventura LAFCO is responsible for reviewing and approving proposed jurisdictional boundary changes in Ventura County, including the annexation and detachment of territory to and/or from cities and most special districts, incorporations of new cities, formations of new special districts, and consolidations, mergers, and dissolutions of existing districts. In addition, LAFCOs must review and approve contractual service agreements, conduct service reviews, and determine spheres of influence for each city and district.

In addition to the Cortese-Knox-Hertzberg Act, the Ventura LAFCO has adopted local policies that it considers in its review of projects. The LAFCO also enforces the County's Guidelines for Orderly Development. A complete listing of policies that LAFCO considers in its review of proposed boundary changes can be found in the LAFCO website (www.ventura.lafco.ca.gov).

No adjustments to the City's corporate boundaries or Sphere of Influence (SOI) are proposed at this time. However, all of the 2005 General Plan scenarios could accommodate the development of lands that are outside the current City boundaries and SOI. Specific analysis of individual proposals would be needed at the time such possible future boundary adjustments are proposed, but boundary adjustment policies are discussed below as they relate to the 2005 General Plan.

Conformance with Local Plans and Policies. Unless exceptional circumstances are shown, LAFCO will not approve a proposal unless it is consistent with the applicable general plan and any applicable specific plan. No boundary adjustments are being sought at this time. Although boundary adjustments may be sought in the future under any of the EIR scenarios, it is anticipated that such adjustments would be consistent with the 2005 General Plan, regardless of which of the EIR scenarios is adopted.

LAFCO will not approve a proposal unless it is consistent with ordinances requiring voter approval. Scenarios 2-6 all includes potential expansion areas that are subject to voter approval. No land use designated or boundary adjustment is being sought at this time for any of the expansion areas. If such adjustments are sought at some point in the future, they will be sought only after voter approval of a land use designation change for the property in question.

Guidelines for Orderly Development. LAFCO encourages proposals that involve urban development or that result in urban development to include annexation to a city wherever possible. All of the EIR scenarios emphasize intensification/reuse over expansion of the City's boundaries and no boundary adjustments are being sought at this time. Nevertheless, all of the scenarios would accommodate development in lands that are outside the current corporate boundaries and the SOI. Development of such areas could be found to be in conflict with the Guidelines for Orderly Development, particularly with respect to the North Avenue and Western Cañada Larga expansion areas, which are not contiguous with the existing City corporate boundary. However, no development would occur until such time as the property in question is annexed and, if necessary, included in the SOI. Such adjustments could be made only with LAFCO approval and, in the case of the expansion areas, voter approval under SOAR. Given that future boundary adjustments would only be made at such time as they are deemed consistent with the Guidelines for Orderly Development, any of the scenarios could be found to be consistent with the Guidelines.

Greenbelts. LAFCO will not approve a proposal for a city that is in conflict with any Greenbelt Agreement unless exceptional circumstances are shown to exist. Scenarios 1, 4, 5, and 6 do not include any lands that are subject to existing Greenbelt Agreements. However, the Olivas expansion area that is included in Scenarios 2 and 3 is within the Oxnard-Ventura Greenbelt. As such, the Olivas area could be brought into the SOI and annexed to the City only if it is removed from the Greenbelt. Such an amendment to the Greenbelt Agreement could be made only with the consent of the City of Oxnard. Moreover, approval of a land use designation change could only be made with voter approval under the SOAR Ordinance.

Agricultural and Open Space Preservation. LAFCO will approve a proposal for a change of organization that is likely to result in the conversion of Prime agricultural land or open space land only if it finds that the proposal will lead to planned, orderly, and efficient development. For a development to be deemed planned, orderly, and efficient, all of the following criteria must be met: (1) the territory involved is contiguous with lands developed with an urban use or that have received approvals for urban development; (2) the territory is likely to be developed within 5 years and has been pre-zoned for non-agricultural use; (3) insufficient non-Prime agricultural land or vacant land exists within the existing boundaries of the agency that is planned and developable for the same general type of use; (4) the territory is not subject to voter approval for the extension of services or changing of land use designations; and (5) the proposal will have no significant adverse effects on the integrity of other Prime agricultural or open space lands.

All of the EIR scenarios emphasize intensification and reuse of existing urban lands prior to the development of agricultural lands. Nevertheless, as discussed in Section 4.2, Agricultural Resources, any of the six scenarios would potentially accommodate the conversion of some Prime agricultural lands if the City's planning objectives cannot be met through intensification

and reuse. All of the areas that could potentially be converted are contiguous with existing urban uses and, in many instances, are surrounded by urban uses. Although the North Avenue, Olivas, Serra, and Poinsettia expansion areas are subject to voter approval under the SOAR Ordinance, voter approval would have to be received prior to any LAFCO action. In addition, it is anticipated that inclusion within the SOI and/or annexation would not be sought unless development were planned within five years. In the case of large developments that could potentially be accommodated under Scenarios 2, 3, 4, and 6, development and annexation may need to be phased. Any of the agricultural lands that could be converted under Scenarios 1-6 could be found to be consistent with LAFCO's agricultural and open space preservation policies, though LAFCO's determination would need to be at the time of individual proposals based upon current (at that time) circumstances and the nature of the proposals.

School Capacity. LAFCO will not favor a change of organization where any affected school district certifies that there is no sufficient existing school capacity to serve the territory involved. As discussed in Section 4.11, Public Services, many VUSD schools are at or near capacity and would be over capacity in 2025 with the growth projected under any of the EIR scenarios. Scenario 1 would only accommodate a minor SOI adjustment that would not bring any residential development, though the annexation of individual properties that may be sought in the future under Scenario 1 could generate new VUSD students. The expansion areas included in Scenarios 2, 3, 4, and 6 include sufficient acreage to accommodate new schools that would be needed to serve the areas. However, the expansion areas included in Scenario 5 may lack sufficient land to accommodate the development of new schools. The impacts of individual developments on schools will need to be addressed on a case-by-case basis as such impacts depend upon the nature of the project and the circumstances for the VUSD at the time of the individual application.

Annexation of Unincorporated Island Areas. Any approval of a proposal for a change of organization for an area of 40 acres or more will be conditioned to provide that the proceedings will not be completed until and unless a subsequent proposal is filed with LAFCO initiating proceedings for the change of organization of all unincorporated island areas that meet the provisions of Government Code Section 56375.3. This policy means that LAFCO will not approve annexations of 40 acres or more unless the City has filed an application to annex all of the island areas in the City, which include eight separate islands in the Montalvo area totaling about 55 acres. Therefore, no additional annexations will be completed until an application for annexation of these island areas has been filed.

Mitigation Measures. No mitigation is required. Individual boundary adjustment proposals will need to be addressed by the City and the Ventura LAFCO on a case-by-case basis.

Significance After Mitigation. As the City is not seeking any boundary adjustments at this time, no inconsistencies would occur with respect to any of the six scenarios. Certain areas that may be considered for future annexation and/or inclusion within the SOI would not be eligible under current conditions; however, it is assumed that boundary adjustments would not be sought until such time as such adjustments could be found to be consistent with state and local requirements.

Impact LU-2	**Scenarios 1, 4, 5, and 6 could be found to be consistent with applicable policies of the California Coastal Act. Impacts would be Class III, *less than significant*. However, Scenarios 2 and 3 would potentially accommodate the conversion of Prime agricultural land within the Olivas expansion area, which is within the Coastal Zone. Such conversion could be found inconsistent with California Coastal Act policies relating to the maintenance of Prime agricultural land within the coastal zone. Impacts for these two scenarios would be Class I, *unavoidably significant*.**

The coastal zone boundary with the Ventura Planning Area is shown on Figure 4.14-1. Areas within the existing City limits that are located within the Coastal Zone generally include Emma Wood State Beach, the majority of the Downtown District, the southwestern portion of the Catalina neighborhood, San Buenaventura State Beach Park, Pierpont Keys, Ventura Harbor, and the open space areas located south/southeast of the Ventura Harbor that extend to the southern City limits and include a portion of McGrath State Beach. As intensification and reuse could occur within these areas of the City under Scenarios 1-6, these areas are included in the following policy consistency analysis. Moreover, the Olivas expansion area, which is roughly bisected by the Coastal Zone boundary, is the only expansion area under consideration that is located within the Coastal Zone. As Scenarios 2 and 3 include the Olivas expansion area, the following discussion includes an analysis of the Olivas expansion area under Scenarios 2 and 3 as well.

The following analysis assesses the proposed project's consistency with applicable policies of the Coastal Act that were adopted for the purpose of avoiding or mitigating an environmental effect. The final determination of the proposed 2005 General Plan's consistency with the Coastal Act ultimately resides with the Coastal Commission as a part of the certification process for the City of Ventura's Local Coastal Program (LCP). The LCP component relevant to the DEIR is the land use plan. The Coastal Commission will review the land use plan component of the LCP for consistency with the Coastal Act.

Article 2—Public Access. Article 2 of the Coastal Act provides a number of policies designed to ensure the public's constitutionally endowed right of access to coastal resources. More specifically, Article 2 coastal access policies include, but are not limited to, the following: (1) access must be provided to coastal resources (Section 30210); (2) new development shall not interfere with existing public access to coastal resources (Section 30211); and (3) public access shall be provided in specific situations involving new development between the nearest public roadway and the shoreline (Section 30212).

The 2005 General Plan does not include substantial future development near the coast that would prevent public access to coastal resources. None of the six development scenarios include development that would hinder access to the coast and some future developments in the Downtown and Harbor areas may enhance coastal access. In particular, possible future hotel development in the Downtown area and planned improvements to Harbor facilities in accordance with the Ventura Harbor Master Plan could generally improve public access to the

coast. Public access would continue to be provided at Emma Woods State Beach, San Buenaventura State Beach Park, the Pierpont Keys, Ventura Harbor, and McGrath State Beach under each of the scenarios. The 2005 General Plan includes following policies and actions relating to coastal access:

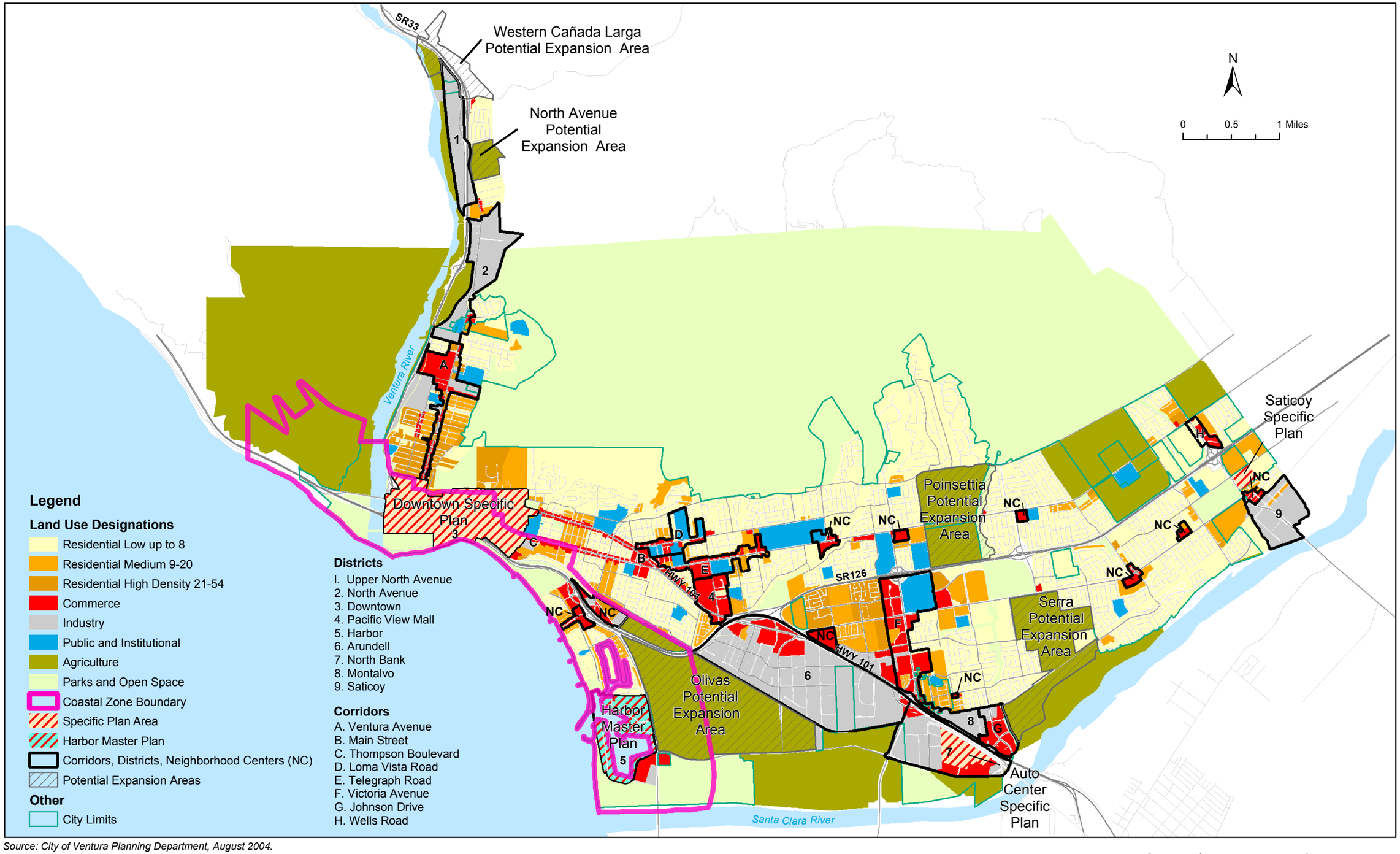
> ***Action 3.4*** *Require all shoreline development (including anti-erosion or other protective structures) to provide public access to and along the coast, unless it would duplicate adequate access existing nearby, adversely affect agriculture, or be inconsistent with public safety, military security, or protection of fragile coastal resources.*
>
> ***Policy 6A*** *Expand the park and trail network to link shoreline, hillside, and watershed areas.*

With implementation of Action 3.4 and Policy 6A, development under Scenarios 1-6 could be found to be consistent with the public access requirements of the Coastal Act.

Article 3 – Recreation. Article 3 of the California Coastal Act includes a number of policies designed to protect and enhance coastal-related recreational activities and facilities. Article 3 includes, but is not limited to, policies regulating the following recreational activities and facilities: (1) coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas (Section 30220); (2) oceanfront land suitable for recreational use (Section 30221); (3) private lands suitable for visitor-serving commercial recreational facilities (Section 30222); and (4) facilities designed to enhance recreational boating use of coastal waters (Section 30224). Scenarios 1-6 would all maintain the existing parks and recreational facilities located within the City limits, which include Emma Wood State Beach, the Promenade, San Buenaventura State Beach Park, beaches adjacent to the Pierpont Keys, and McGrath State Beach. These areas, which include biking and pedestrian paths, day-use facilities, camping facilities, boating facilities, the Ventura Pier, and the Channel Islands National Monument, would continue to facilitate coastal recreational activities. The Ventura Harbor would continue to provide facilities that provide for public and commercial recreational boating activities.

Action 3.4, discussed above, would require new development to provide access to coastal resources for recreational activities. Therefore, Scenarios 1-6 could be consistent with the requirements of the Coastal Act recreational policies and impacts would be less than significant.

Article 4 - Marine Environment. Article 4 of the Coastal Act is designed to maintain, enhance, and restore marine resources. More specifically, Article 4 includes, but is not limited to, policies intended to achieve the following: (1) maintenance of the biological productivity and quality of coastal waters, streams, wetlands, estuaries, and lakes (Section 30231); (2) provisions for diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes where there is no feasible less environmentally damaging alternative (Section 30233); (3) protection of commercial fishing and recreational boating facilities (Section 30234); and, (4) development of water supply and flood control projects within rivers and streams using the best mitigation measures feasible (Section 30236).



Source: City of Ventura Planning Department, August 2004.

Coastal Zone Boundary
Figure 4.14-1

As discussed in Section 4.4, *Biological Resources*, Ventura maintains a diverse range of coastal biological habitats including coastal strand habitat, rocky shore habitat, salt and fresh water estuaries/marshes, and coastal sage scrub habitat. Moreover, man-made revetments located at the Harbor, Pierpont, Fairgrounds, and Beachfront Promenade require maintenance activities that include filling and dredging of open coastal waters. Finally, the Ventura Pier and Ventura Harbor provide important recreational and commercial fishing and boating facilities.

The 2005 General Plan includes the following resource protection policies and actions aimed at the preservation and enhancement of marine resources.

Policy 1A	*Reduce beach and hillside erosion and threats to coastal ecosystem health.*
Action 1.1	*Adhere to the policies and directives of the California Coastal Act in reviewing and permitting any proposed development in the Coastal Zone.*
Action 1.2	*Prohibit non coastal-dependent energy facilities within the Coastal Zone, and require any coastal-dependent facilities including pipelines and public utility structures to avoid coastal resources (including recreation, habitat, and archaeological areas) to the extent feasible, or to minimize any impacts if development in such areas is unavoidable.*
Action 1.3	*Work with the State Department of Parks and Recreation, Ventura County Watershed Protection Agency, and the Ventura Port District to determine and carry out appropriate methods for protecting and restoring coastal resources, including by supplying sand at beaches under the Beach Erosion Authority for Control Operations and Nourishment (BEACON) South Central Coast Beach Enhancement program.*
Action 1.4	*Require new coastal development to provide non-structural shoreline protection that avoids adverse impacts to coastal processes and nearby beaches.*
Action 1.5	*Collect suitable material from dredging and development, and add it to beaches as needed and feasible.*
Action 1.11	*Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" coastal areas.*
Action 1.19	*Require projects near watercourses, shoreline areas, and other sensitive habitat areas to include surveys for State and/or federally listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.*
Action 1.20	*Conduct coastal dredging in accordance with the U.S. Army Corps of Engineers and California Department of Fish and Game requirements in order to avoid impacts to sensitive fish and bird species.*

These policies and actions would provide protection and restoration of environmentally sensitive habitat, including coastal waters, wetlands, and estuaries. With the proposed 2005

General Plan policies and actions, Scenarios 1-6 could be found consistent with Coastal Act policies relating to the marine environment.

The 2005 General Plan does not include any policies or actions that would restrict commercial fishing or recreational boating. It includes the following actions aimed at improving boating opportunities:

Action 6.18 *Offer programs that highlight natural assets, such as surfing, sailing, kayaking, climbing, gardening, and bird watching.*

Action 6.19 *Provide additional boating and swimming access as feasible.*

The 2005 General Plan includes the following actions aimed at applying appropriate approaches to flood control:

Action 1.6 *Support continued efforts to decommission Matilija Dam to improve the sand supply to local beaches.*

Action 1.10 *Remove concrete channel structures as funding allows, and where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential.*

Action 1.16 *Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands in the city.*

With implementation of the above policies and actions, the 2005 General Plan could be found to be consistent with the requirements of the Coastal Act recreational policies and impacts would be less than significant.

Article 5 - Land Resources. Article 5 of the Coastal Act applies to development and local regulatory actions that involve environmentally sensitive habitat (Section 30240), the maintenance or conversion of agricultural lands (Section 30241-30243), and archaeological or paleontological resources (Section 30244). Section 30240 limits development within environmentally sensitive habitat areas to uses dependent on resources found within those areas. In addition, Section 30240 limits development adjacent to environmentally sensitive habitat areas, parks, and recreational areas to activities that will not degrade, or be incompatible with, such habitat and recreation areas. The 2005 General Plan includes policies and actions that direct the City to monitor the condition of environmentally sensitive habitat and regulate future development on, or adjacent to, such areas under Scenarios 1-6. Therefore, Scenarios 1-6 could be found to be consistent with the environmentally sensitive habitat policies of the Coastal Act and impacts would be less than significant.

Section 30241 of the Coastal Act is designed to maintain the maximum amount of Prime agricultural land in production to protect the agricultural economy and to avoid conflicts between agricultural and urban land uses. In addition, Section 30242 states that lands suitable for agricultural use shall not be converted to non-agricultural uses unless:

- *Continued or renewed agricultural use is infeasible;*
- *Conversion would preserve Prime agricultural land; or*
- *Conversion would allow for the concentration of new residential, commercial, or industrial development located contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources (Section 30250)*

As discussed in Section 4.2, *Agriculture,* Scenarios 2 and 3 include an estimated 876 acres of prime agricultural land within the Olivas expansion area, approximately half of which is located within the coastal zone and subject to Coastal Act policies regulating the conversion of agricultural lands. The Olivas expansion area currently has an Agricultural Use designation under the 1989 Comprehensive Plan and this designation would remain under any of the 2005 General Plan land use scenarios. However, Scenarios 2 and 3 would accommodate the possible future conversion of Prime farmland within the coastal zone by identifying the Olivas area as an area for possible future expansion.

As discussed in Section 4.2, *Agriculture,* the Olivas expansion area is subject to the City's SOAR initiative and would require approval by a majority of voters in order to change from an agricultural to a non-agricultural land use designation. Pursuant to the procedures outlined in the Coastal Act (Section 30241.5) for determining the economic viability of existing agricultural uses, an economic feasibility evaluation would be required to demonstrate that the conversion of agricultural lands is warranted due to conflicts with urban uses, or because the conversion of agricultural lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development. The conversion of agricultural lands within the Olivas expansion area to urban uses could be considered to be a logical way to accommodate future regional population and economic growth, as well as housing needs. Development of the Olivas expansion area would be adjacent to existing urban development and public services located to the north and west in the Preble and Pierpont Keys neighborhoods, would connect the Midtown and Arundell areas to Ventura Harbor, and would not be located within an area marked by steep slopes and high fire hazards. Development of this area could also potentially fulfill other Coastal Act objectives, such as improving coastal access and restoring the channelized Arundell Barranca to a more natural condition. Neverthelesss, the conversion of Prime farmland within the Olivas area to a non-agricultural use could be found to be inconsistent with Section 30241 of the Coastal Act.

Section 30244 of the Coastal Act states, "Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required." As discussed in Section 4.5, *Cultural and Historic Resources*, Scenarios 1-6 could include development within the vicinity of areas of known archaeological sensitivity. However, due to previous ground disturbance related to existing urban development within the existing City limits and agricultural activities within the Olivas expansion area, it is unlikely that significant archaeological or paleontological resources are present within areas of possible future development. As discussed in Section 4.5, the 2005 General Plan includes several policies aimed at the preservation and protection of

archaeological resources. Therefore, Scenarios 1-6 could all be found to be consistent with the requirements of this policy.

Article 6 - Development. Article 6 of the Coastal Act, which applies to new development in the Coastal Zone, includes, but is not limited to, policies and regulations intended to: (1) locate new residential, commercial, or industrial development (with the exception of certain new hazardous industrial development and visitor-serving facilities) such that the new development is contiguous with, or in close proximity to, existing developed areas able to accommodate the new development (Section 30250); (2) protect scenic and visual qualities of coastal areas (Section 30251); (3) minimize adverse impacts to life and property (Section 30253); and (5) establish coastal-dependent development as a priority on or near the shoreline (Section 30255).

The proposed 2005 General Plan does not include site- or project-specific proposals for new development under Scenarios 1-6; however, the 2005 General Plan include various policies and actions to which future new development would be subject. As discussed above under Impact LU-1, LAFCO Policy 2, Policy 3C of the 2005 General Plan would encourages the utilization of available land in the City prior to allowing expansion outside of the existing City limits under Scenarios 1-6. Moreover, as discussed in Section 4.1, *Aesthetics and Community Design*, the 2005 General Plan includes the following policy and actions that would preserve and enhance the visual qualities of new development within the Coastal Zone:

Policy 3A	*Sustain and complement cherished community characteristics.*
Action 3.3	*Require preservation of public view sheds and solar access.*
Action 3.4	*Require all shoreline development (including anti-erosion or other protective structures) to provide public access to and along the coast, unless it would duplicate adequate access existing nearby, adversely affect agriculture, or be inconsistent with public safety, military security, or protection of fragile coastal resources.*
Action 3.5	*Establish land development incentives to upgrade the appearance of poorly maintained or otherwise unattractive sites, and enforce existing land maintenance regulations.*

With implementation of the proposed design-related policies and actions of the 2005 General Plan, Scenarios 1-6 could be found consistent with the scenic and visual resource policies of the Coastal Act and impacts would be less than significant.

Section 30253 of the Coastal Act provides for the minimization of adverse impacts relating (but not limited) to the following: geologic, flood, and fire hazards; stability and structural integrity of buildings and structures—especially those on beaches, bluffs, and cliffs; and, air quality. A discussion of the proposed 2005 General Plan's potential to create adverse impacts under Scenarios 1-6 can be found in Section 4.3, *Air Quality*, 4.6, *Geologic Hazards*, 4.7, *Hazards*, and 4.8, *Hydrology and Water Quality*. None of the land use scenarios are expected to create unavoidably significant geologic, flood, or fire impacts, or adversely affect beaches, bluffs, or cliffs. The impact of any of the land use scenarios to regional air quality is identified as unavoidably significant because population projections for the City exceed those contained in the Ventura

County AQMP. However, as discussed in Section 4.3, this is primarily because the population projections in the AQMP have not been updated to reflect current conditions. In a general sense, the emphasis on intensification and reuse of existing developed areas within the City is expected to reduce future air pollutant emissions as compared to continued low density suburban development at the urban fringe. Therefore, any of the land use scenarios could be found to be consistent with Coastal Act Section 30253.

Article 7 - Industrial Development. Article 7 includes policies that apply to coastal-dependent industrial development, including refineries and petrochemical facilities, thermal electric generating plants, and offshore oil transportation. The existing Ventura Water Reclamation Facility, located in the Ventura Harbor area, is the only area within the coastal zone that would have an industrial land use designation according to the 2005 General Plan; however, sewage treatment facilities are not regulated pursuant to Article 7 of the Coastal Act. Therefore, Scenarios 1-6 would be consistent with Article 7 of the Coastal Act.

MITIGATION MEASURES

With implementation of the proposed policies and actions of the 2005 General Plan, development under Scenarios 1, 4, 5, and 6 could be found consistent with all applicable Coastal Act policies. However, the possible conversion of prime agricultural lands to urban uses within the Olivas expansion area that could occur under Scenarios 2 and 3 could be found to be inconsistent with Coastal Act policies relating to the maintenance of Prime agricultural lands. Implementation of Policy 3C and associated actions would minimize the premature conversion of productive agriculture land to non-agricultural uses.

SIGNIFICANCE AFTER MITIGATION

Implementation of the policies and actions mentioned above would minimize the premature conversion of Prime agricultural lands within the Olivas expansion area to non-agricultural uses. Nevertheless, Scenarios 2 and 3 could be found to be inconsistent with Coastal Act policies discouraging the conversion of Prime agricultural land to non-agricultural uses due to the inclusion of the Olivas expansion area.

Impact LU-3	**Scenarios 1-6 could be found to be consistent with SCAG Regional Comprehensive Plan and Guide (RCPG) Growth Management, Air Quality, Outdoor Recreation, and Water Quality policies. Impacts would be Class III, *less than significant*, for any of the six 2005 General Plan land use scenarios.**

SCAG's Regional Comprehensive Plan and Guide (RCPG) serves as a framework for decision-making with respect to regional growth and changes that can be anticipated during the next 20 years and beyond. The RCPG provides a general view of regional plans that will affect local governments, responses to significant issues facing Southern California, and a summary of how the region will meet certain federal and state requirements with respect to Transportation, Growth Management, Air Quality, Housing, Hazardous Waste Management, and Water

Quality Management. Relevant goals and policies contained within the Growth Management, Air Quality, and Open Space chapters are discussed below, with cross-references to sections of this EIR that are applicable to specific issue areas. RCPG Policies relating to population and housing are discussed in Section 4.15, *Population and Housing*.

Growth Management

The RCPG includes, but is not limited to, Growth Management goals that seek to develop urban forms that minimize public and private development costs, enable firms to be more competitive, and stimulate the regional economy. The following policies are intended to guide efforts toward achievement of these goals.

> *3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

Environmental impacts associated with public services, public facilities, transportation, and utilities for the 2005 General Plan are discussed in Sections 4.11, *Public Services*, 4.12, *Transportation and Circulation*, and, 4.13, *Utilities and Service System;* SCAG could use the analysis provided in each of those sections for Scenarios 1-6 to implement the region's growth policies. Therefore, Scenarios 1-6 could be found to be consistent with RCPG Policy 3.03.

> *3.05 Encourage patterns of urban development and land use, which reduce costs of infrastructure construction and make better use of existing facilities.*
>
> *3.09 Support local jurisdictions' efforts to minimize the costs of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
>
> *3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

As discussed above under Impact LU-1, Scenarios 1-6 would be subject to Policy 3C and associated actions, which encourage reuse and intensification within existing urban areas prior to development of expansion areas outside of the existing City limits. This compact land use pattern is intended to utilize existing infrastructure to the maximum extent feasible and minimize costs associated with significant infrastructure extensions. Although the 2005 General Plan is not a budgeting document, several policies and actions provide general guidance for the funding of public services and facilities. Similarly, although the 2005 General Plan does not address specific procedural requirements for permitting development, it includes a range of policies and actions intended to foster economic vitality. Scenarios 1-6 could be found to be consistent with the requirements of RCPG Policies 3.5, 3.9, and 3.10.

> *3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

3.16 Encourage development in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.

3.18 Encourage planned development in locations least likely to cause environmental impact.

The 2005 General Plan includes numerous policies and actions that encourage reliance on transit facilities, reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and facilitate walking and biking. Among these are:

Action 3.25 *Establish first priority growth areas to include the districts, corridors, and neighborhood centers as identified on the General Plan Diagram; and second priority areas to include vacant undeveloped land when a community plan has been prepared for such (within the City limits).*

Action 4.6 *Require new development to be designed with interconnected transportation modes and routes.*

Action 4.15 *Encourage the placement of facilities that house or serve elderly, disabled, or socioeconomically disadvantaged persons in areas with existing public transportation services and pedestrian and bicycle amenities.*

Action 4.16 *Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.*

Action 4.29 *Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike.*

As discussed under Impact LU-1, Scenarios 1-6 would be subject to Policy 3C and associated actions, which encourage new development, reuse, or intensification within existing urban areas prior to development of expansion areas outside of the existing City limits.

Finally, development that could occur under Scenarios 1-6 would be subject to a number of policies and actions that encourage development in locations least likely to cause environmental impacts. As discussed under Impact LU-1, Scenarios 1-6 would include adjustments to the existing SOI such that the northern boundary would be coterminous with the existing northern City limits, thereby removing the hills above the City from the SOI. In doing so, Scenarios 1-6 would remove the possibility for urban development within the foothills area, which is marked by high fire hazards, steep slopes, and sensitive biological resources. Although any of the six scenarios would accommodate the conversion of Prime agricultural land to non-agricultural uses within potential expansion areas, these areas would be located adjacent to urban, developed areas with existing public services, utilities, and infrastructure, the expansion of which could result in fewer environmental impacts than that which would likely occur in order to accommodate growth within the existing SOI (i.e., in the hillsides above the current City limits). Therefore, Scenarios 1-6 could be found to be consistent with RCPG Policies 3.12, 3.13, 3.16, and 3.18.

3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

The potential impacts of Scenarios 1-6 relating to biological resources, cultural and archaeological resources, noise, seismic hazards, and emergency response plans are discussed in detail in Sections 4.4, *Biological Resources*, 4.5, *Cultural and Historic Resources*, 4.10, *Noise*, 4.6, *Geologic Hazards*, and 4.7, *Hazards and Hazardous Materials* (respectively). As discussed in those sections, Scenarios 1-6 would be subject to a number of policies and actions that would protect and enhance important biological habitats (e.g., wetlands, riparian habitat, and sensitive species), avoid impacts to cultural and archaeological resources, protect noise-sensitive uses, minimize exposure to hazards resulting from seismic events, and provide adequate resources for emergency response plans. Therefore, Scenarios 1-6 could be found to be consistent with SCAG Policies 3.20, 3.21, and 3.22.

3.23 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

As discussed under Impact LU-1, Scenarios 1-6 would involve an adjustment to the SOI boundary that would remove the foothills to the north of the City from the SOI, which is an area marked by steep slopes and high fire hazards. Moreover, as discussed in detail in Sections 4.6, *Geologic Hazards,* 4.7, *Hazards and Hazardous Materials,* and 4.8, *Hydrology and Water Quality*, Scenarios 1-6 would be subject to a number of policies and actions that would discourage or avoid development within areas with steep slopes or subject to high fire, flood, or seismic hazards. Therefore, Scenarios 1-6 could be found to be consistent with RCPG Policy 3.23.

Air Quality

The Air Quality chapter of the RCPG discusses SCAG's air quality planning responsibilities and also describes plans and policies developed by regional, state, and federal air agencies. Specific air quality impacts of the proposed project and consistency with the Ventura County APCD AQMP are discussed in Section 4.3, *Air Quality*. The following core actions described in the RCPG that are related to the 2005 General Plan include:

5.07 Determine specific programs and associated actions needed (e.g. indirect source rules, enhanced use of telecommunications, provision or community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.

5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider

air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

Scenarios 1-6 would be subject to a number of policies and actions designed to reduce reliance on automobiles and improve air quality within the Ventura County portion of the South Central Coast Air Basin, without reliance on command and control regulations. However, as discussed in Section 4.3, *Air Quality*, population projections for Scenarios 1-6 exceed those of the Air Quality Management Plan (AQMP) for Ventura County and would likely result in an increase in air pollutant emissions within the Ventura County portion of the South Central Coast Air Basin that exceed AQMP standards.

The significance of air quality impacts associated with individual projects will depend upon the characteristics of the projects and the availability of feasible mitigation measures. As discussed in Section 4.3, *Air Quality,* mitigation measures for future construction activities, as well as compliance with the Ventura County APCD Transportation Control Measures, would reduce impacts to air quality resulting from possible development under Scenarios 1-6.

As discussed in Section 4.3, *Air Quality,* although the policies and actions would reduce impacts to air quality, impacts under Scenarios 1-6 would remain significant. However, this EIR analyzes land use, economic, air quality, and transportation relationships in order to ensure consistency and minimize conflicts of the 2005 General Plan with other governmental plans and programs. Therefore, the 2005 General Plan could be found to be consistent with RCPG Policies 5.07 and 5.11.

Open Space

The purpose of the Open Space and Conservation Chapter is to assist local governments in planning for local and regional open space. The Chapter recommends alternative approaches, and strategies that can be useful to local officials as they address future open space needs in their community and ensure a high quality of life and equity for Southern California residents. The following actions described in the RCPG that are related to the 2005 General Plan include:

Outdoor Recreation

9.01 Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.

9.02 Increase the accessibility to open space lands for outdoor recreation.

9.03 Promote self-sustaining regional recreation resources and facilities.

As discussed in Section 4.11, *Public Services*, Scenarios 1-6 would increase demand for recreational facilities and programs. The expansion areas included in Scenarios 2, 3, 4, and 6 all provide sufficient acreage to meet expansion area needs and at least partially address the current shortage of park space based on the City's 10 acres/1,000 residents standard. Scenarios 1 and 5 do not include additional acreage that could specifically set aside for parks. Nevertheless, continued collection of required park fees and required parkland dedication in conjunction with new development, in combination with implementation of the parks and recreation policies and action items proposed in the 2005 General Plan, could provide parks to

meet future needs. Therefore, any of the six scenarios could be found to be consistent with these RCPG policies.

Public Health and Safety

9.04 Maintain open space for adequate protection of lives and properties against natural and man-made hazards.

9.05 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.

9.06 Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.

As discussed under Impact LU-1, Scenarios 1-6 would involve an adjustment to the SOI boundary that would remove the hillside areas to the north of the City from the SOI. This area is marked by steep slopes and high fire hazards. Moreover, as discussed in detail in Sections 4.6, *Geologic Hazards,* 4.7, *Hazards and Hazardous Materials,* and 4.8, *Hydrology and Water Quality*, Scenarios 1-6 would be subject to a number of policies and actions that would discourage or avoid development within areas with steep slopes and high fire, flood, and seismic hazards. Therefore, Scenarios 1-6 could be found consistent with SCAG Policies 9.04-9.06.

Resource Protection

9.08 Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.

As discussed in Section 4.4, *Biological Resources*, Scenarios 1-6 would be subject to a number of policies and actions that would protect and enhance important biological habitats (e.g., wetlands, riparian habitat, and sensitive species). Therefore, Scenarios 1-6 could be found consistent with SCAG Policy 9.08.

Water Quality

The Water Quality chapter is intended to provide a regional perspective on current water quality issues and the plans and programs for addressing these issues, and to better clarify the relationship between water quality and other regional concerns. The following actions described in the RCPG Water Quality chapter that are related to the 2005 General Plan include:

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

Scenarios 1-6 would all be subject to the 2005 General Plan policies and actions. The feasibility of using water reclamation techniques for individual development projects would be required at the time at which specific proposals for development are submitted to the City for review. Although it cannot be predicted with any certainty whether reclaimed water will be available

for future project sites under Scenarios 1-6, the City will continue to seek ways to conserve water resources. Scenarios 1-6 could be found consistent with SCAG Policy 11.07.

MITIGATION MEASURES

With implementation of the policies and actions of the 2005 General Plan, Scenarios 1-6 could be found to be consistent with RCPG policies. No mitigation measures would be required.

SIGNIFICANCE AFTER MITIGATION

Any of the 2005 General Plan land use scenarios could be found to be consistent with applicable policies of the RCPG.

Impact LU-4	**Scenarios 1-6 could be found to be consistent with the Southern California Association of Governments' Regional Transportation Plan (RTP). Impacts would be Class III, *less than significant,* for any of the six land use scenarios.**

The SCAG 2004 Regional Transportation Plan (RTP) links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The goals of the RTP relevant to the 2005 General Plan include:

- *Maximize mobility and accessibility for all people and goods in the region.*
- *Ensure travel safety and reliability for all people and goods in the region.*
- *Preserve and ensure a sustainable regional transportation system.*
- *Maximize the productivity of our transportation system.*
- *Protect the environment, improve air quality and promote energy efficiency.*
- *Encourage land use and growth patterns that complement our transportation investments.*

These goals are supported by the policies listed below. A discussion of the 2005 General Plan's consistency with each of the policies follows.

> *Policy 1: Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*

Table 4.14-1 identifies the RTP performance indicators, which are used to identify transportation investments to achieve RTP goals.

Table 4.14-1
Regional Performance Indicators

Performance Indicator	Purpose
Mobility	Increase mobility within the region.
Accessibility	Increase accessibility within the region.
Reliability	Reduce variability in travel time.
Safety	Increase safety by reducing accident rates.
Cost-Effectiveness	Ensure benefits of RTP investments exceed investment costs.
Productivity	Increase the efficiency of transportation infrastructure and provided services.
Sustainability	Sustain current system performance.
Preservation	Maintain current conditions.
Environmental	Reduce air emissions.
Environmental Justice	Avoid disproportionate impacts to any ethnic group.

Although overall traffic levels are likely to increase under Scenarios 1-6, the 2005 General Plan includes policies and actions that would at least partially attenuate likely increases in traffic and could be found consistent with the performance indicators and goals of the RTP. As discussed under Impact LU-1, development under Scenarios 1-6 would be subject to Policy 3C of the proposed 2005 General Plan, thereby promoting new development that focuses on intensification and reuse of existing lands within the existing City limits and SOI prior to expansion. In addition, as discussed under Impact AQ-1 in Section 4.3, *Air Quality*, recent research indicates that infill development reduces vehicle miles traveled (VMT) and associated air pollutant emissions as compared to development on sites in the periphery of metropolitan areas, also known as "greenfield" sites. A 1999 simulation study conducted for the U.S. Environmental Protection Agency comparing infill development to greenfield development found that infill development results in substantially less VMT per capita and generates fewer emissions of most air pollutants and greenhouse gases (see Table 4.3-5 in Section 4.3). Similarly, a 1991 study presented to the California Energy Resources Conservation and Development Commission found that a doubling of residential densities is associated with a 20-30% reduction in per capita VMT.

A reduction in VMT would be consistent with the RTP performance indicators as it is likely to result in the following:

- *A reduction in congestion on busy roadways and intersections, thereby reducing travel time and delays, as well as variability in travel time*
- *A reduction in automobile accident rates*
- *A reduction in maintenance costs resulting from wear and tear on existing*

infrastructure

- *A reduced need to construct new roadways or expand existing roadways, thereby resulting in a more efficient use of existing roadways*
- *A reduction in air emissions*

New development also would be subject to various 2005 General Plan transportation policies and actions aimed at strengthening and balancing vehicle, bicycle, pedestrian, and transit connections in the City and surrounding region. With implementation of the 2005 General Plan policies and actions, Scenarios 1-6 could be found to be consistent with the Regional Performance Indicators of SCAG RTP Policy 1.

> *Policy 2: Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.*
>
> *Policy 3: RTP land use and growth strategies that are different from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.*
>
> *Policy 4: High Occupancy Vehicle (HOV) gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.*

As discussed under Impact LU-3, the 2005 General Plan includes a number policies and actions that are designed to ensure the safety, adequate maintenance, and efficiency of operations on the portion of the multi-modal transportation system that lies within the City of Ventura. By promoting intensification and reuse prior to expansion as well as mixed-use and pedestrian-oriented urban development, implementation of the 2005 General Plan would result in a diverse, safe, and efficient transportation system that minimizes the need for system expansion investments. Moreover, the growth projections, policies, and actions under Scenarios 1-6 are generally consistent with RTP land use and growth strategies and, therefore, would not require significant changes to the RTP implementation plan. Finally, none of the scenarios under consideration for the 2005 General Plan include HOV gap closures. Therefore, Scenarios 1-6 could be found to be consistent with SCAG RTP Policies 2-4.

MITIGATION MEASURES

With implementation of the proposed 2005 General Plan policies and actions, Scenarios 1-6 could all be found to be consistent with the SCAG 2004 RTP. No mitigation is required.

SIGNIFICANCE AFTER MITIGATION

Any of the six land use scenarios could be found to be consistent with applicable goals and policies of the Regional Transportation Plan.

Impact LU-5	**Scenarios 1-6 could all be found to be consistent with the Southern California Association of Governments' Growth Visioning Report. Impacts would be Class III, *less than significant*, for any of the six 2005 General Plan land use scenarios.**

SCAG has prepared the Growth Visioning Report to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. The following principles are guidelines for promoting and sustaining for future generations the region's mobility, livability, and prosperity. A discussion of the 2005 General Plan's (and each scenario's) consistency with these principles follows.

Principle 1: Improve mobility for all residents

- *Encourage transportation investments and land use decisions that are mutually supportive.*
- *Locate new housing near existing jobs and new jobs near existing housing.*
- *Encourage transit-oriented development.*
- *Promote a variety of travel choices.*

As discussed above under Impacts LU-1 LU-2, LU-3, and LU-4, Scenarios 1-6 would be subject to a number of policies and actions that would: (1) include transportation investments and land use decisions that are mutually supportive; (2) provide mixed-use development that would locate housing and jobs near one another; (3) encourage transit-oriented development; and (4) promote new development that would facilitate a variety of travel choices, including automobile, bicycle, pedestrian, and mass-transit forms of transportation. Therefore, Scenarios 1-6 could all be found to be consistent with SCAG's Growth Visioning Report Principle 1.

Principle 2: Foster livability in all communities

- *Promote infill development and redevelopment to revitalize existing communities.*
- *Promote developments, which provide a mix of uses.*
- *Promote "people scaled," walkable communities.*
- *Support the preservation of stable, single-family neighborhoods.*

As discussed under Impact LU-1, Scenarios 1-6 would encourage intensification and reuse development within the existing urban areas of the City before development occurs outside of the existing City limits, and would promote development that meets the goals for single-family housing identified in the Housing Element. Moreover, as discussed under Impact LU-2, Coastal Act Article 6, and Impact LU-4, Scenarios 1-6 would be subject to a number of 2005 General Plan policies and actions that promote mixed-use development, as well as building and streetscape layout and design that promote walkable communities and development at a human scale.

Principle 3: Enable prosperity for all people

- *Support educational opportunities that promote balanced growth.*
- *Ensure environmental justice regardless of race, ethnicity or income class.*

- *Support local and state fiscal policies that encourage balanced growth.*
- *Encourage civic engagement.*

As discussed under Impact LU-1, Scenarios 1-6 would be subject to Action 3.10, which promotes a mix of housing to meet the needs of the community, as identified in the Housing Element. Moreover, as discussed in Section 4.11, *Public Services*, Scenarios 1-6 would be able to provide adequate school and library facilities for projected population growth through 2025. Finally, the 2005 General Plan has been a product of multiple public workshops and hearings where citizens were given the opportunity to participate in the planning process. With implementation of this goal and the supporting policies and actions, Scenarios 1-6 could be found to be consistent with SCAG's Growth Visioning Report Principle 3.

Principle 4: Promote sustainability for future generations

- *Focus development in urban centers and existing cities.*
- *Develop strategies to accommodate growth that uses resources efficiently, eliminates pollution and significantly reduces waste.*
- *Utilize "green" development techniques.*

As discussed under Impact LU-1, Scenarios 1-6 would be subject to various policies and actions that encourage new development, reuse, or intensification within existing urban areas prior to development outside of the existing City limits. Moreover, as discussed in Section 4.11, *Public Services*, Scenarios 1-6 would be subject to 2005 General Plan policies and actions that promote waste source reduction, recycling, and "green" development techniques. Therefore, Scenarios 1-6 could be found to be consistent with SCAG's Growth Visioning Report Principle 4.

MITIGATION MEASURES

With implementation of the 2005 General Plan policies and actions, Scenarios 1-6 could be found to be consistent with SCAG's Visioning Report. No mitigation is required.

SIGNIFICANCE AFTER MITIGATION

Any of the six land use scenarios for the 2005 General Plan could be found to be consistent with SCAG's Visioning Report.

4.15 POPULATION AND HOUSING

This section analyzes the 2005 General Plan's potential environmental impacts related to population and housing.

4.15.1 Setting

a. Current Population, Housing, and Employment. Since its incorporation in 1866, the City of Ventura has grown from a small settlement of less than 1,000 residents to a city of over 104,000 residents in 2004. Ventura's population grew most dramatically during the 1950s and 1960s, and has slowed since 1970; the number of City residents increased by 27% in the 1970s and 24% in the 1980s, in contrast to 76% and 99% in the 1950s and 1960s, respectively (City of San Buenaventura 2000-2006 Housing Element, 2004). The California Department of Finance (2004) estimated the City of Ventura's 2004 population at 104,952.

A variety of housing types are currently available in Ventura, including single-family homes, town homes, apartments, condominium developments, and mobile homes. According to the California Department of Finance, *City/County Population and Housing Estimates* (2004), in 2004 the City of Ventura had approximately 40,880 dwelling units, which consisted of the following: approximately 26,476 single family dwelling units; approximately 11,781 units within multi-family buildings; and, approximately 2,623 mobile homes.

Local and regional economic forces play a pivotal role in shaping the City's physical character and determining its tax and employment bases. Efforts to attract and retain businesses that can thrive in Ventura depend largely on the ability to find appropriate and affordable sites. The city's climate, location, and prominent visibility and accessibility along U.S. 101 and SR 126 appeal to a variety of commercial and industrial enterprises; however, the limited supply of larger parcels is a constraint for many companies. Major employers within the City of Ventura include local government (e.g., the County of Ventura, Ventura County Health Care Agency, and the City of Ventura), the Ventura Unified School District, Community Memorial Hospital, Ventura College, Southern California Edison, Bank of America, and Meditech Health Services, Incorporated.

b. Regulatory Setting.

2000-2006 Housing Element. The 2000-2006 Housing Element is one of nine elements of Ventura's Comprehensive Plan, which identifies and analyzes existing and projected housing needs and includes a statement of goals, policies, and scheduled programs for the preservation, improvement, and development of housing. The Housing Element identifies strategies and programs that focus on: (1) maintaining and improving existing housing and neighborhoods; (2) providing a range of housing types and adequate housing sites; (3) assisting in the provision of affordable housing; (4) removing governmental and other constraints to housing production and affordability; and (5) promoting fair and equal housing opportunities.

Pursuant to Government Code §65300.5, the policies, data, assumptions, and projections (e.g., for population, housing, and jobs) provided in the proposed 2005 General Plan must be consistent with those found in the Housing Element. Unlike other elements of the proposed

2005 General Plan, which cover a 20-year time period, Government Code §65588 dictates that the Housing Element must be updated at least once every five years and, thus, the current Housing Element covers the period extending from 2000 to 2006. The geographic area covered by the Housing Element encompasses only the current City limits, while unincorporated areas within the City's planning area are covered by the Ventura County Housing element.

Residential Growth Management Program (Municipal Code Chapter 24R.115). In order to assist in implementing the Land Use Element of the 1989 Comprehensive Plan, the City Council adopted a Residential Growth Management Program (RGMP), which provides an allocation schedule for the review and evaluation of residential growth in the City of Ventura's Planning Area. The allocation schedule, which is adopted by resolution of the City Council at least once each year, is based on population data from the California Department of Finance and identifies how many dwelling units are potentially available for allocation in four categories of projects (i.e., "Larger Projects," "Downtown Projects," "Public Benefit Projects," and "Exempt Projects," as defined in the Municipal Code, §24R.115.210).

The RGMP allocation schedule specifies: (1) the overall number of dwelling units available through the year 2010 for Downtown and Exempt Projects; (2) the number of units available during two-year cycles for Larger Projects; and (3) allocations from the Larger Projects or Downtown Projects categories for Public Benefit Projects. The RGMP provides specific criteria for evaluating projects to determine eligibility for an allocation.

Southern California Association of Governments (SCAG). As discussed in Section 4.14, *Land Use,* the City of Ventura is located within the planning area of the Southern California Association of Governments (SCAG). SCAG functions as the Metropolitan Planning Organization for Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties, and is responsible for implementing the Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and the Growth Visioning Report (GVR), each of which addresses regional issues associated with population growth, housing, and employment.

4.15.2 Impact Analysis

a. Methodology and Significance Thresholds. Impacts relating to population and housing are considered significant if growth accommodated under the 2005 General Plan would:

- *Induce substantial population growth either directly or indirectly*
- *Create an imbalance of jobs and housing in the City*
- *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere*
- *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere*

For purposes of analysis, "substantial" population growth is defined as growth exceeding SCAG or Ventura County APCD population projections for the City. "Substantial" displacement would occur if allowed land uses would displace more residences than would be accommodated through growth accommodated by the General Plan.

b. Project Impacts and Mitigation Measures. The matrix on the following page provides a summary comparison of impacts for each of the EIR scenarios. A detailed discussion of each environmental impact follows.

Impact PH-1	**Scenarios 1-6 would not result in the displacement of substantial numbers of people or housing. Any displacement would be more than offset by new housing that would be accommodated under the 2005 General Plan. Impacts would be Class III, *less than significant*, for any of the General Plan land use scenarios.**

Scenarios 1-6, which are described in detail in Section 2.0, *Project Description*, all emphasize the intensification and reuse of lands that are already developed with urban uses. By emphasizing reuse of developed lands, any of the scenarios would have the potential to displace existing housing or people. However, the 2005 General Plan does not re-designate any areas currently designated for and developed with housing under the 1989 Comprehensive Plan to a non-residential use. Moreover, the focal points for growth in the City under all six scenarios would be the nine districts and eight corridors shown on Figures 2-3 through 2-8 in Section 2.0, *Project Description*. All of these districts and corridors are designated for and primarily occupied by commercial and industrial uses, with only a limited amount of existing housing. Consequently, the primarily displacement would be of existing commercial and industrial uses rather than housing or people. Limited housing is present within several of the districts and corridors, notably the Downtown district and the Ventura Avenue, Main Street, and Thompson Boulevard corridors. It is possible that such housing could be displaced; however, the intent of the 2005 General Plan is to accommodate additional housing and mixed use development in these areas. Under any scenario, it is anticipated that the development of new housing would more than offset the minimal displacement of housing that could occur within the districts and corridors. For Scenario 1, it is anticipated that a net increase of about 8,300 housing units would occur citywide through 2025. For Scenarios 2-6, it is estimated that a net increase of about 11,000 housing units would occur citywide over that same time frame.

All of the expansion areas under consideration for Scenarios 2-6 are primarily in agricultural use or open grazing land. Housing within all of the expansion areas is limited to isolated farmhouses. As such, substantial displacement of people or housing would not occur as a result of development of any of the expansion areas.

MITIGATION MEASURES

No significant impacts relating to displacement would occur under any scenario. Mitigation is not required.

SIGNIFICANCE AFTER MITIGATION

Impacts relating to the displacement of people and housing would be less than significant for any of the six scenarios.

Summary Comparison of Impacts for EIR Scenarios

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Displacement (Impact PH-1)	No substantial displacement of population or housing; Scenario 1 would accommodate substantially more new housing than would be displaced. Impacts are Class III, less than significant.	Impacts similar to Scenario 1 and Class III, less than significant. Expansion areas are agricultural and include little existing housing.	Impacts similar to Scenario 1 and Class III, less than significant. Expansion areas are agricultural and include little existing housing.	Impacts similar to Scenario 1 and Class III, less than significant. Expansion areas are agricultural and include little existing housing.	Impacts similar to Scenario 1 and Class III, less than significant. Expansion areas are agricultural and open space and include little existing housing.	Impacts similar to Scenario 1 and Class III, less than significant. Expansion areas are agricultural and include little existing housing.
SCAG Growth Projections (Impact PH-2)	Projected 2025 population (126,153 persons) exceeds SCAG projection of 123,645 persons. Though emphasis on intensification/reuse minimizes population-related impacts, exceedance of regional forecast is a Class I, unavoidably significant, impact.	Projected 2025 population (133,160 persons) exceeds SCAG projection of 123,645 persons. Though emphasis on intensification/reuse minimizes population-related impacts, exceedance of regional forecast is a Class I, unavoidably significant, impact.	Impacts identical to Scenario 2 and Class I, unavoidably significant.	Impacts identical to Scenario 2 and Class I, unavoidably significant.	Impacts identical to Scenario 2 and Class I, unavoidably significant.	Impacts identical to Scenario 2 and Class I, unavoidably significant.
SCAG Visioning Report – Housing Needs (Impact PH-3)	Scenario 1 provides for a variety of housing types, thus complying with SCAG policy. Impact is Class III, less than significant.	Scenario 2 provides for a variety of housing types. Impact is Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.
Jobs/Housing Balance (Impact PH-4)	Growth projections result in jobs/housing ratio of 1.41 jobs/dwelling unit. This is considered a balanced ratio. Impacts are Class III, less than significant.	Growth projections result in jobs/housing ratio of 1.45 jobs/dwelling unit. This is considered a balanced ratio. Impacts are Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.	Impacts similar to Scenario 2 and Class III, less than significant.

Impact PH-2	**Proposed General Plan policies implement most SCAG policies relating to growth. However, growth accommodated under Scenarios 1-6 exceeds SCAG's Regional Comprehensive Plan and Guide and Ventura County AQMP population forecasts. This is largely because regional growth forecasts have not been updated to reflect current conditions in the City. Nevertheless, exceedance of regional forecasts is considered a Class I, *unavoidably significant*, impact of any of the six scenarios.**

SCAG's Regional Comprehensive Plan and Guide (RCPG) serves as a framework for decision-making with respect to regional growth anticipated during the next 20 years. The RCPG includes growth management goals that seek to develop urban forms that minimize public and private development costs, enable firms to be more competitive, and stimulate the regional economy. These are discussed below.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

The SCAG population, housing, and job forecasts, which are based on the RTP Population, Household, and Employment (April 2004) forecasts for the Ventura Council of Governments (VCOG) subregion and the City of Ventura are shown in Table 4.15-1.

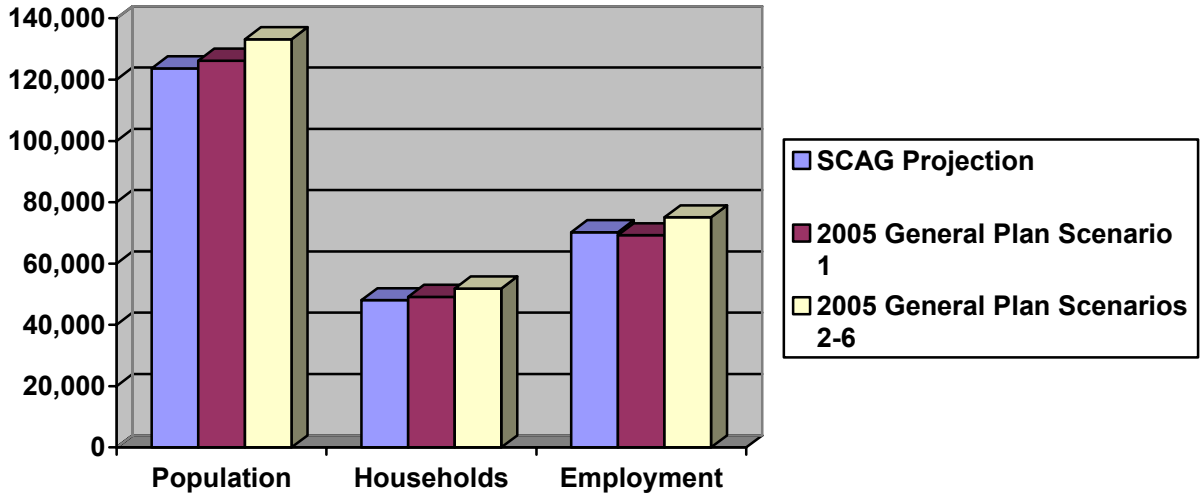
Table 4.15-1
SCAG Population, Household, and Employment Forecasts for the Ventura Council of Governments (VCOG) Subregion

VCOG Subregion	2000	2005	2010	2015	2020	2025
Population	758,054	821,045	865,149	897,295	929,181	960,025
Household	244,476	260,357	275,352	289,318	303,596	317,831
Employment	337,247	346,770	381,680	403,000	424,470	445,193
City of Ventura	**2000**	**2005**	**2010**	**2015**	**2020**	**2025**
Population	101,002	109,087	116,959	119,247	121,488	123,645
Household	38,573	40,711	44,053	45,355	46,696	48,034
Employment	58,900	59,717	62,703	65,237	67,787	70,238

Source: Jeffrey M. Smith, AICP, Senior Regional Planner Intergovernmental Review, SCAG (2/18/04).

Figure 4.15-1 compares SCAG's projected 2025 population, housing, and employment totals for the City to the projections used for this EIR. Table 4.15-2 compares SCAG population, housing, and employment growth rate projections to those used in this EIR.

Figure 4.15-1
SCAG Population, Housing, and Employment Projections



SCAG projects a citywide population of 123,645 in 2025, which represents an annual growth rate of 0.78%. Both of the growth scenarios considered in this EIR assume higher average annual growth rates. For Scenario 1, an annual growth rate of 0.88% is assumed, which would result in a 2025 population of 126,153. For Scenarios 2-6, a 1.14% annual growth rate is assumed, which would result in a 2025 population of 133,160. Because 2005 General Plan growth projections are higher than SCAG's forecasts, the population impact of any of the six land use scenarios could be found to be outside SCAG regional growth forecasts.

The exceedance of SCAG's population growth forecast is considered a significant population impact. It should be noted, however, that SCAG's growth forecast for the City assumes a slowdown in population growth in Ventura after 2015. From 2005-2010, SCAG actually forecasts a higher annual growth rate (1.4% annually) than is projected for any of the General Plan land use scenarios. By comparison, SCAG projects only a 0.35% growth rate for the City from 2020-2025. This rate is lower than the current annual "natural" growth rate (births minus deaths) for the area (which is about 0.6%). In addition, it should be recognized that the projections used in this EIR have been developed for analytical purposes only; actual growth rates may be higher or lower than the projections used for this analysis. It is important to recognize that growth could occur in the City regardless of whether or not the 2005 General Plan is adopted as the 1989 Comprehensive Plan that currently applies in the City could accommodate similar levels of growth as could be accommodated under any of the 2005 General Plan land use scenarios. To that end, one of the fundamental purposes of the 2005

Table 4.15-2
Comparison of Population, Housing, and Employment Growth Projections

	Population			Households			Employment		
Current (2004) Estimates	104,952			40,880			54,732		
	SCAG Projection	2005 General Plan Scenario 1 Projection	2005 General Plan Scenarios 2-6 Projection	SCAG Projection	2005 General Plan Scenario 1 Projection	2005 General Plan Scenarios 2-6 Projection	SCAG Projection	2005 General Plan Scenario 1 Projection	2005 General Plan Scenarios 2-6 Projection
2025 Estimate	123,645	126,153	133,160	48,034	49,138	51,867	70,238	69,211	75,060
Projected Growth (2004-2025)	18,693	21,201	28,208	7,154	8,258	10,987	15,506	14,479	20,328
Annual % Growth	0.78%	0.88%	1.14%	0.77%	0.88%	1.14%	1.19%	1.12%	1.51%

Employment forecasts for the 2005 General Plan scenarios are from Stanley R. Hoffman Associates, 2003. Estimated growth from 2004-2025 is based upon the 2025 projections and the 2004 population, housing, and employment estimates shown in Tables 2-3 and 2-4 in Section 2.0, Project Description.

General Plan is to direct future development in such a way as to minimize the impacts of growth by, among other things, emphasizing the intensification and reuse of already developed areas, thus minimizing pressure to develop agricultural and undeveloped lands at the City's periphery, notably in the hillsides above the City.

3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.

3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

As stated above, Scenario 1 would accommodate an estimated 8,258 new dwelling units, bringing the citywide total to approximately 49,136 units by 2025. Scenarios 2-6 could accommodate an estimated 10,987 new dwelling units, for a total of approximately 51,867 units citywide by 2025. Any of the six scenarios would be subject to the following policies, and actions that would complement existing Housing Element goals, policies, and actions (2000-2006 Housing Element, Chapter 2) in providing affordable housing and housing equally to all members of society:

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

Action 3.14 *Utilize infill development to accommodate the targeted number and type of housing units described in the Housing Element.*

Action 3.15 *Adopt new development code provisions to ensure compliance with Housing Element objectives.*

Action 3.16 *Renew and modify greenbelt agreements as necessary to direct development to already urbanized areas.*

Action 3.17 *Continue to support the Guidelines for Orderly Development as a means of implementing the General Plan, and encourage adherence to these Guidelines by all the cities, the County of Ventura, and the Local Agency Formation Commission (LAFCO); and work with other nearby cities and agencies to avoid sprawl and preserve the rural character in areas outside the urban edge.*

The 2000-2006 Housing Element sets programs and initiatives for providing housing at affordable rates. The 2000-2006 Housing Element contains housing programs for preserving existing housing, assisting homebuyers, rehabilitating rental units, and facilitating the development of second units and non-traditional housing which will encourage the development of affordable housing in the City.

As discussed in Section 4.3, *Air Quality*, the 2005 General Plan includes numerous policies and actions aimed at reducing vehicle miles traveled and improving access to alternative transportation modes.

Section 4.11, *Public Services*, addresses the 2005 General Plan's potential environmental impacts under Scenarios 1-6 relating to education, recreational facilities, law enforcement, and fire protection. As discussed in Section 4.11, Scenarios 1-6 would not result in significant impacts relating to education, law enforcement, and fire protection. In addition, 2005 General Plan policies are specifically intended to help provide equal access to recreational resources. Therefore, Scenarios 1-6 could be found to be consistent with SCAG RCPG Policies 3.20 and 3.27.

MITIGATION MEASURES

The 2005 General Plan includes various policies that encourage mixed use and infill development and would be expected to reduce vehicle miles traveled (VMT) and associated air pollutant emissions as compared to continued low density development at the City's periphery. Additional mitigation beyond restricting growth to SCAG forecasts is not available.

SIGNIFICANCE AFTER MITIGATION

Scenarios 1-6 could be found to be inconsistent with SCAG Policy 3.01 because citywide population growth projections for any of the six scenarios exceed SCAG forecasts. Though 2005 General Plan policies, in combination with mitigation measures recommended elsewhere in this EIR, would reduce the environmental effects associated with population growth to the degree feasible, the potential exceedance of SCAG's population forecast cannot be avoided outside of implementing a growth control policy that restricts growth to SCAG forecast levels.

Impact PH-3	**The 2005 General Plan could be found to be consistent with the Southern California Association of Governments Growth Visioning Report. Impacts would be Class III, *less than significant*, for any of the six land use scenarios.**

As discussed in detail in Section 4.14, *Land Use*, SCAG has prepared the Growth Visioning Report (GVP) to provide a framework for local and regional decision-making that improves the quality of life for all SCAG residents. Principle 3 of the GVP, which is related to potential population and housing impacts under Scenarios 1-6, states:

> *Principle 3: Enable prosperity for all people*
>
> - *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*

As discussed under Impact PH-2, SCAG RCPG Policies 3.24 and 3.27, the land use changes accommodated by the 2005 General Plan under Scenarios 1-6 encourage intensification and reuse development that would provide a variety of housing types and would complement the 2000-2006 Housing Element programs that encourage the preservation, redevelopment, and development of rental, assisted living, mobile home, and alternative housing types. Therefore, Scenarios 1-6 could be found to be consistent with Principle 3 of SCAG's GVP.

Though not a significant impact, it should be noted that because Scenario 1 would not accommodate development of any of the expansion areas, it may restrict the types of housing available as compared to Scenarios 2, 3, 4, and 6. By focusing almost exclusively on intensification and reuse within developed areas of the City and, in particular, in the districts and corridors identified on Figure 2-3 in Section 2.0, *Project Description*, it is likely that implementation of Scenario 1 would result in a higher proportion of multiple family housing than would occur under the other scenarios. To a lesser degree, implementation of Scenario 5 may also emphasize multiple family housing in the future by restricting the amount of land available for future single family residential development.

MITIGATION MEASURES

Impacts would be less than significant for any of the six scenarios. No mitigation measures are required.

SIGNIFICANCE AFTER MITIGATION

Impacts relating to consistency with SCAG's Growth Visioning Report would be less than significant for any of the six 2005 General Plan land use scenarios.

Impact PH-4	**Any of the 2005 General Plan land use scenarios would provide for a balance of jobs and housing through 2025. Impacts relating to jobs/housing balances would be Class III, *less than significant*, for any of the six land use scenarios.**

Table 4.15-3 compares the current (2004) ratio of jobs and housing in Ventura to the projected ratios in 2025 under each of the 2005 General Plan land use scenarios. As indicated, the current ratio is estimated at 1.34 jobs per residential unit. Under either land use scenario, the number of jobs relative to housing is projected to rise slightly by 2025.

Table 4.15-3
Current and Projected Future Jobs/Housing Ratios

2004 Citywide Ratio of Jobs to Housing		1.34 jobs/unit
Projected 2025 Citywide Ratio of Jobs to Housing	Scenario 1	1.41 jobs/unit
	Scenarios 2-6	1.45 jobs/unit

Ratios are based on estimates of employment and housing in Table 4.15-2.

According to the California Employment Development Department (EDD), the current (January 2005) workforce in Ventura County is about 415,250 (www.labormarketinfo.edd). The California Department of Finance estimates the current (2004) number of housing units in the County at 264,583. This suggests that a "balance" of jobs and housing in the Ventura County

region is about 1.57 jobs/residential unit (415,250 divided by 264,583) as there are about 1.57 workers per housing unit countywide. The current ratio of jobs and housing in the City is roughly equivalent to the countywide ratio and would get incrementally closer to this countywide "balanced" ratio under either growth scenario. Any of the land use scenarios would accommodate residential and non-residential development that would maintain a balance of jobs and housing in the City. Thus, significant impacts are not anticipated for any of the six land use scenarios.

MITIGATION MEASURES

Impacts related to the jobs/housing balance would be less than significant for any of the six scenarios. Mitigation is not required.

SIGNIFICANCE AFTER MITIGATION

Significant impacts relating to the jobs/housing balance are not anticipated under any of the six 2005 General Plan land use scenarios.

5.0 OTHER CEQA-REQUIRED DISCUSSIONS

This section discusses other issues for which CEQA requires analysis in addition to the specific issue areas discussed in Section 4.0, *Environmental Impact Analysis*. These additional issues include: (1) the potential to induce growth; and (2) significant and irreversible impacts on the environment.

5.1 GROWTH INDUCING EFFECTS

Section 15126.2(d) of the *CEQA Guidelines* requires that EIRs discuss the potential for projects to induce population or economic growth, either directly or indirectly. CEQA also requires a discussion of ways in which a project may remove obstacles to growth.

As discussed in Section 2.0, *Project Description*, it is anticipated that between about 8,300 residential units (Scenario 1) and 11,000 residential units (Scenarios 2-6) could be added within the Ventura Planning Area through 2025 under the 2005 General Plan. This number of units would accommodate about 21,000-28,000 new residents in Ventura, which would bring the City's population to between about 126,000 and 133,000. Such growth represents an approximately 20-27% increase in population over the 20-year timeframe of the 2005 General Plan. As discussed in Sections 4.3, *Air Quality*, and 4.15, *Population and Housing*, the 2025 population projections considered in this EIR exceed the forecasts upon which SCAG's Regional Transportation Plan and the Ventura County APCD's Air Quality Management Plan are based. The exceedance of these forecasts is largely because the SCAG and APCD forecasts have not been updated to reflect current City conditions and planning policies. In addition, it is not expected that the level of population growth projected for the City would hinder attainment of state or federal air quality standards. Nevertheless, the exceedance of regional growth forecasts is identified as an unavoidably significant impact of any of the six land use scenarios.

The 2005 General Plan also includes various policies and actions intended to attract businesses to the City and any of the land use plans would accommodate economic and job growth through 2025. As discussed in Section 2.0, citywide job growth through 2025 is projected to range from about 14,000 to 20,000 jobs, which represents growth of about 26-37% over the current level of employment in the City. As discussed in Section 4.15, such job growth is similar to SCAG forecasts for the City. The economic growth that could be accommodated under the 2005 General Plan would have economic benefits in terms of jobs and City tax revenues, but would contribute to various environmental effects, including increased traffic, noise, and air pollution.

It is the specific purpose of the 2005 General Plan to accommodate the orderly development of Ventura. Therefore, by its nature, the General Plan is intended to reduce the potential for uncontrolled growth and associated environmental impacts. This intent would be reinforced by the anticipated future relocation of the Sphere of Influence (SOI) boundary to exclude the hillside areas above the City, which are currently designated for residential development under the 1989 Comprehensive Plan.

The 2005 General Plan is specifically intended to focus future development in certain areas of the Planning Area – primarily, in the districts and corridors shown on Figures 2-3 through 2-8 in

Section 2.0 and other areas already designated for urban development under the 1989 Comprehensive Plan. Plan implementation could therefore induce growth in these areas. This is expected to result in an overall intensification of land use within the districts and corridors, with the potential for compatibility conflicts relating to traffic, aesthetics, and noise. However, incorporation of appropriate design techniques on future developments is expected to minimize the potential for conflicts. In addition, by focusing on the intensification and reuse of already urbanized areas of the community, it is anticipated that implementation of any of the General Plan land use scenarios would reduce the potential for growth pressure in undeveloped areas at the periphery of the City. This would be expected to generally reduce the potential for impacts relating to such issues as biological resources, regional traffic, and air quality as compared to continued low density development on agricultural or open space lands. The reuse of industrial properties in certain areas of the City, particularly along Ventura Avenue, also offers the opportunity to remediate existing soil contamination and generally enhance aesthetic conditions.

Depending upon the land use scenario selected, the 2005 General Plan could potentially accommodate the future development of certain agricultural lands within the Planning Area that are currently designated for continued agricultural or open space use. These include the North Avenue, Olivas, Serra, Western Cañada Larga, and Poinsettia expansion areas. Inclusion of one or more of these areas on the General Plan land use map as an area for possible future development would indicate the intent to consider future conversion of these areas to non-agricultural uses. As discussed in Section 4.2, *Agriculture*, the conversion of agricultural lands within the expansion areas would be considered an unavoidably significant impact to agricultural resources. However, because all of the areas are to retain their current land use designations, a future General Plan amendment would be needed prior to conversion to another use. Such an amendment would require voter approval under the SOAR Ordinance. Annexation of any of these areas to the City would also require the approval of the Ventura County Local Agency Formation Commission (LAFCO).

Development of any of the expansion areas would require the extension of infrastructure to serve new development. Two of the expansion areas under consideration – Serra and Poinsettia – are essentially surrounded by urban areas on all sides. The Poinsettia area is also entirely within the current SOI and most of the Serra area is also within the SOI. As such, extension of infrastructure to these areas would not expand the geography of the area that is already planned to receive City services. The Olivas area is outside the SOI, but is between the urbanized Midtown and Arundell communities and Ventura Harbor. The North Avenue and Western Cañada Larga expansion areas are near the Planning Area's northern periphery and the Western Cañada Larga area is outside the current SOI. These areas would require expansion of City services, which may accommodate additional growth in areas between the current northern City limit and the expansion areas. However, road and other infrastructure are available to serve all three areas. With implementation of policies and actions proposed in the 2005 General Plan, in combination with additional actions recommended in this EIR, service and infrastructure needs could be met for all of the expansion areas. Moreover, it is a specific goal of any of the General Plan land use scenarios to accommodate new industrial park development in the North Avenue area.

5.2 IRREVERSIBLE ENVIRONMENTAL EFFECTS

The CEQA *Guidelines* require that EIRs evaluating projects involving amendments to public plans, ordinances, or policies contain a discussion of significant irreversible environmental changes. CEQA also requires decisionmakers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed development.

Construction activity that would be accommodated under any of the 2005 General Plan land use scenarios would involve the use of building materials and energy, some of which are non-renewable resources. Consumption of these resources would occur with any development in the region and are not unique to the City of Ventura or the General Plan. The addition of new residential and non-residential development in the City through 2025 would irreversibly increase local demand for non-renewable energy resources such as petroleum and natural gas. Increasingly efficient building fixtures and automobile engines, as well as implementation of policies included in the 2005 General Plan, are expected to offset the demand to some degree. It is not anticipated that growth accommodated under the General Plan would significantly affect local or regional energy supplies.

As discussed in Section 4.2, *Agriculture*, implementation of any of the General Plan land use scenarios would accommodate the conversion of Prime agricultural lands to non-agricultural uses. Scenario 1 (Intensification/Reuse) would have the least impact to agriculture and would limit conversion to lands already designated for non-agricultural uses. Scenarios 2-6 would all also accommodate the possible future conversion of agricultural lands that are currently designated "Agricultural Use," though any future change in land use designation would require a public vote under the SOAR Initiative. For Scenarios 2 and 3, the possible conversion of agricultural land within the Olivas expansion area may also conflict with California Coastal Act policy since that expansion area is within the coastal zone. Impacts to agriculture are considered unavoidably significant for any of the six land use scenarios. Though any of the six land use scenarios are expected to generally enhance visual conditions in much of the City, this conversion of agricultural land that is highly visible from important view corridors (including U.S. 101, SR 126, and SR 33) is also considered an unavoidably significant aesthetic impact of any of the six scenarios.

Growth accommodated under any of the land use scenarios would require an irreversible commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. As discussed in Sections 4.11 and 4.13, impacts to public services and utilities generally can be reduced to a less than significant level with implementation of policies included in the 2005 General Plan and additional actions recommended in this EIR. However, because the lifespan of solid waste disposal facilities that currently serve the City is less than the 20-year timeframe of the General Plan, the availability of solid waste disposal facilities cannot be assured. This is considered an unavoidably significant impact under any of the six scenarios.

The additional vehicle trips associated with growth through 2025 would incrementally increase local traffic and noise levels and regional air pollutant emissions. As discussed in Section 4.10,

Noise, implementation of proposed policies and actions, in combination with the additional recommended action, could reduce the noise impacts associated with future growth to a less than significant level. As discussed in Section 4.12, *Transportation/Traffic*, proposed intersection level of service performance standards could be met at all locations for Scenarios 1, 3, 4, 5, and 6 with implementation of recommended circulation improvements and 2005 General Plan policies and actions. However, for Scenario 2, the proposed performance standard of D could not be achieved at the Johnson Drive/North Bank Drive intersection even with implementation of feasible improvements; therefore, the impact at that location would be unavoidably significant under Scenario 2. As discussed in Section 4.3, *Air Quality*, the continued collection of transportation demand management (TDM) fees on new development for implementation of regional air pollution programs could reduce the air pollutant emissions associated with individual future development projects to below significance thresholds. However, because the projected increase in population through 2025 exceeds SCAG and Ventura County APCD forecasts, growth accommodated under the General Plan is outside the parameters of the Ventura County AQMP and SCAG's Regional Transportation Plan. Although the 1989 Comprehensive Plan could potentially accommodate similar levels of population growth, this is considered a significant effect of implementation of the any of the 2005 General Plan scenarios.

6.0 ALTERNATIVES

As required by Section 15126.6 of the State *CEQA Guidelines,* this EIR examines a range of alternatives to the 2005 General Plan. Included in this analysis are two versions of the CEQA-required "no project" alternative (no further development and growth in accordance with the 1989 Comprehensive Plan), one alternative that addresses possible impacts if all expansion areas were developed, and four alternative plans that would address issues raised in NOP responses or impacts associated with one or more of the General Plan scenarios described in Section 2.0, *Project Description*, and analyzed in Section 4.0, *Environmental Impact Analysis*. The alternatives are listed below:

- *No Project (no further development)*
- *No Project (1989 Comprehensive Plan)*
- *Restricted Growth (0.78% annual growth rate)*
- *No Important Farmland Conversion*
- *Upper North Avenue District Housing*
- *Intensification/Reuse + Minor Map Clean-up*
- *All Expansion Areas*

Table 6-1 provides a summary comparison of the development characteristics of the four alternatives. A more detailed description of the various alternatives is included in the impact analysis for each alternative.

As required by CEQA, this section also includes a discussion of the "environmentally superior alternative" among those studied.

6.1 NO PROJECT (NO FURTHER DEVELOPMENT)

6.1.1 Description

This version of the "no project" alternative assumes that no further residential or non-residential development would occur in the City and that environmental conditions would not change. No new roadway infrastructure improvements, parks, or other City facilities would be constructed. It is assumed that the current population (approximately 105,000) would not change, though it should be recognized that the City cannot in reality control whether or not population growth occurs. Absent additional housing, any population growth in the City would be accommodated through increasing the number of persons per household.

6.1.2 Impact Analysis

Implementation of this alternative would not result in any physical changes as it would not accommodate any new development. As such, it would not have any of the positive changes anticipated to occur as a result of development under the 2005 General Plan or any of the significant adverse effects associated with new development. This alternative would avoid the unavoidably significant impacts of the 2005 General Plan relating to aesthetics, exceedance of the Ventura County AQMP and SCAG population forecasts, solid waste disposal facilities, traffic (Scenario 2 only), inconsistency with the Guidelines for Orderly Development (Scenario

Table 6-1
Comparison of Alternatives' 2025 Development Characteristics

Characteristic	Alternative						
	No Project (no further development)	**No Project (1989 Comprehensive Plan)**	**Restricted Growth (0.78% Annual Growth)**	**No Important Farmland Conversion**	**Upper North Avenue Housing**	**Intensification/ Reuse + Minor Map Cleanup**	**All Expansion Areas**
Estimated Annual Population Growth Rate	0%	1.14%	0.78%	0.88%	1.14%	1.14%	1.6%
Projected 2025 Population	105,000	133,160	123,645	126,153	133,160	126,153	146,329
Projected New Housing Units in 2025	0	11,000	7,200	8,300	11,000	8,300	16,100
Expansion Areas Included	None	None, but development accommodated in hillsides	None	None	North Avenue, Western Cañada Larga	None	North Avenue, Olivas, Serra, Western Cañada Larga, Poinsettia

5 only), and inconsistency with the California Coastal Act policy regarding conversion of Prime farmland (Scenarios 2 and 3 only). On the other hand, this alternative would not address any of the infrastructure deficiencies in the City or address possible impacts relating to regional traffic growth, which the City does not control. Failure to provide additional housing and non-residential development could result in overcrowded conditions within the existing housing stock and lack of jobs for local residents.

6.2 NO PROJECT (1989 COMPREHENSIVE PLAN)

6.2.1 Description

This version of the "no project" alternative is assumed to be growth accommodated through 2025 under the 1989 Comprehensive Plan. The land use map for the 1989 Comprehensive Plan is shown on Figure 2-2 in Section 2.0, *Project Description*. This map works in conjunction with the current zoning map.

Based on recent observed growth rates (see section 2.5.5), it is presumed that the 1989 Comprehensive Plan would accommodate a level of growth and development through 2025 similar to that which could occur under Scenarios 2-6. The difference between Scenarios 2-6 and continued implementation of the 1989 Comprehensive Plan would be not in how much growth could occur, but rather where and how growth might occur. The key differences between the 1989 Comprehensive Plan land use map and the 2005 General Plan land use map are as follows:

- *The 1989 Comprehensive Plan land use map does not include the districts, corridors, or neighborhood centers that are part of all six 2005 General Plan land use scenarios. The districts, corridors, and neighborhood centers may be less of a focal point for future development under this scenario and live/work housing would not be allowed within industrial districts. However, this alternative does include the Downtown Specific Plan designation, which calls for a mix of uses in the Downtown area. In addition, because the current Zoning Code allows multi-family residential development within commercially zoned areas, many of the areas anticipated to be the focal point of future intensification and reuse (e.g., Ventura Avenue, Main Street, and Thompson Boulevard corridors) could also undergo similar intensification under the 1989 Comprehensive Plan.*
- *The 1989 Comprehensive Plan land use map designates the North Avenue, Olivas, Serra, and Poinsettia expansion areas as Agricultural Use and does not contemplate their conversion to non-agricultural use. The Western Cañada Larga expansion area is outside the current SOI and also is not contemplated for conversion. Therefore, it is anticipated that all of these areas would remain in their current agricultural/open space use.*
- *The 1989 Comprehensive Plan land use map includes over 3,000 thousand acres of hillside land above the City within the SOI and designates the entire area as Hillside Planned Residential, a designation that could accommodate residential development at varying densities. Although the hillside area is subject to voter approval under Measure P, residential development could be approved in any portion of this area (similar to the voter approval needed for four of the five expansion areas under the SOAR Ordinance).*

It is assumed that the 1989 Comprehensive Plan could accommodate about 11,000 residential units and a similar amount of non-residential development as could be accommodated under Scenarios 2-6 of the 2005 General Plan. It is anticipated that 8,300 units would be built within the general boundaries of the SOI included in 2005 General Plan Scenario 1 and that the remaining 2,700 units would be built in the hillsides above the City rather than in one or more of the expansion areas.

6.2.2 Impact Analysis

Aesthetics

This alternative would convert a similar amount of agricultural land as would be converted under 2005 General Plan Scenario 1 and less agricultural land than would be converted under Scenarios 2-6. Impacts to freeway view corridors may be lower from some vantage points, depending upon the 2005 General Plan scenario selected. However, this alternative would accommodate up to 2,700 residences in the hillsides above the City. Although development could be partially hidden from view, it is anticipated that grading and development in the hillsides would have unavoidably significant visual impacts.

Agriculture

Impacts relating to agricultural conversion would be similar to those of 2005 General Plan Scenario 1. An estimated 674 acres of Prime, Unique, and Statewide Importance farmlands could be converted. Impacts would be unavoidably significant, but this alternative would involve less agricultural conversion than would occur under Scenarios 2-6. On the other hand, the compatibility conflicts relating to agricultural-urban interface associated with the expansion areas – the Serra and Poinsettia areas, in particular – would remain under this alternative.

Air Quality

Long-term air quality impacts would be generally similar to those of 2005 General Plan Scenarios 2-6. Overall vehicle miles traveled and associated air pollutant emissions may be incrementally higher due to increased travel distances. In addition, construction activity in the hillsides could generate greater amounts of construction-related dust.

Biological Resources

By accommodating development in the hillsides, this alternative would have greater potential to disturb sensitive plant and animals species and habitats than any of the six 2005 General Plan land use scenarios. In addition, development in the hillsides would likely have substantially greater impacts to wildlife movement. This alternative would be expected to have unavoidably significant biological resource impacts.

Cultural Resources

By potentially accommodating substantial hillside development, this alternative may have somewhat greater potential to disturb as yet undiscovered cultural resource remains than the 2005 General Plan scenarios. However, as with the 2005 General Plan, implementation of

appropriate historic and archaeological resource policies could avoid significant impacts to cultural resources.

Geologic Hazards

By potentially accommodating substantial hillside development, this alternative would potentially entail greater levels of grading and associated topographical changes than could occur under the 2005 General Plan land use scenarios. Adding up to 2,700 residences in the hillsides above the City would also increase the potential for property damage associated with landslides, mudslides, and seismic activity.

Hazards and Hazardous Materials

Impacts relating to hazards would be similar to those of the 2005 General Plan land use scenarios. It is presumed that standard practices to address soil and groundwater contamination issues would continue to be implemented and that the City would continue to pursue funding for remediation of brownfield sites. Though potential impacts relating to industrial-residential compatibility associated with the 2005 General Plan land use scenarios can be addressed on a case-by-case basis, this alternative would be expected to reduce the potential for such conflicts since live/work residential components would not be allowed within industrially-designated properties.

Hydrology and Water Quality

Hydrology and water quality impacts would be similar to those associated with the 2005 General Plan land use scenarios and could be addressed through standard engineering practices. Development in the hillsides would, however, be subject to greater erosion potential than development that could be accommodated under the 2005 General Plan.

Mineral Resources

Similar to the 2005 General Plan scenarios, this alternative would not create conflicts with existing mineral resource extraction activity. This alternative would not create compatibility conflicts with oil production in the North Avenue area as residential development would not be allowed within industrially designated areas.

Noise

Overall increases in noise and exposure to noise would be similar to those associated with General Plan Scenarios 2-6. However, the hillside areas that would accommodate 2,700 units under this alternative are not subject to significant noise constraints, whereas all of the expansion areas under consideration are subject to noise constraints associated with roadways and/or railroads. Therefore, although implementation of proposed 2005 General Plan policies and actions, in combination with the additional action recommended in this EIR, could achieve City noise standards, the potential for noise conflicts associated with future development may be incrementally lower under this alternative.

Public Services

The overall increase in demand for public services would be about the same as under Scenarios 2-6. Impacts relating to police protection service, solid waste, libraries would be the same as those described for Scenarios 2-6 in Section 4.11, *Public Services*. Solid waste impacts would be unavoidably significant.

With respect to fire protection, a new fire station in the North Avenue area likely would not be needed; however, a new station in or adjacent to the hillsides likely would be needed. The addition of up to 2,700 residences in the hillside areas above the City, which have high wildland fire risk, would also substantially increase the risk of fire-related property damage and loss of life as compared to the 2005 General Plan land use scenarios.

Similar to 2005 General Plan Scenario 2, this alternative provides ample acreage to meet future citywide school and park needs as the hillside areas include more than 3,000 acres. The possible locations of future park facilities may not be convenient for current City residents, but this alternative would not have the land constraints for new facilities that would occur under 2005 General Plan Scenarios 1 and 5.

Transportation and Circulation

Overall traffic increases would be similar to those associated with 2005 General Plan Scenarios 2-6. It is generally anticipated that planned enhancements to the circulation system would generally achieve the City's level of service standards. The roadway that may experience significantly greater impacts under this alternative is Foothill Road, which would likely accommodate much of the traffic generated by hillside residential development. It is anticipated that service levels on Foothill Road would drop below City standards if this alternative were implemented, possibly warranting widening or other capacity enhancements.

Utilities and Service Systems

Although the increase in urban water demand would be similar to Scenarios 2-6, this alternative would convert undeveloped hillside land (which currently does not consume water) rather than irrigated agricultural land. Thus, it would receive less agricultural water credit and net 2025 demand within Planning Area would be somewhat higher than for Scenarios 2-6. Nevertheless, it is anticipated that future water demand would remain within the City's projected water supplies. As with Scenarios 2, 3, 4, and 6, this alternative would not be expected to result in wastewater generation increases exceeding local treatment plant capacity.

Land Use and Planning

Like 2005 General Plan Scenarios 2-6, this alternative would generally be consistent with most regional land use plans and policies. This alternative would not pose the potential conflict with Coastal Act policies pertaining to the preservation of Prime farmland that would occur under 2005 General Plan Scenarios 2 and 3. On the other hand, this alternative could be found to be inconsistent with SCAG Regional Comprehensive Plan and Guide policies (which were adopted after the 1989 Comprehensive Plan) relating to developing compact communities, preservation

of biological resources, and focusing development in areas that are not subject to significant geologic or wildland fire hazards.

Population and Housing

Population and housing growth would be similar to that of General Plan Scenarios 2-6. The 2025 population is projected to exceed SCAG and Ventura County AQMP forecasts. Like the 2005 General Plan scenarios, it is anticipated that implementation of this alternative would maintain a balance of jobs and housing.

6.3 RESTRICTED GROWTH (0.78% ANNUAL GROWTH RATE)

6.3.1 Description

This alternative envisions a slower population growth rate than would occur under Scenarios 1-6. The 0.78% annual growth rate would result in a 2025 population of 123,645, which is equivalent to SCAG's 2025 population forecast for the City. The purpose of considering this growth rate is to assess an alternative that would be consistent with the growth projections upon which SCAG's Regional Transportation Plan and the Ventura County AQMP are based.

It is assumed that this alternative would not include any of the expansion areas under consideration. The land use map would be identical to the Scenario 1 map (see Figure 2-3 in Section 2.0, *Project Description*). Therefore, agricultural lands within the proposed SOI that are currently designated for non-agricultural uses could be converted under this alternative.

6.3.2 Impact Analysis

Aesthetics

This alternative would convert a similar amount of agricultural land as would be converted under 2005 General Plan Scenario 1 and less agricultural land than would be converted under Scenarios 2-6. Impacts to freeway view corridors would be about the same as those of Scenario 1. The overall intensity of development in the districts and corridors may be incrementally lower than under Scenario 1, but the overall magnitude of change would be about the same as would occur under any of the General Plan scenarios.

Agriculture

Impacts relating to agricultural conversion would be similar to those of 2005 General Plan Scenario 1. An estimated 674 acres of Prime, Unique, and Statewide Importance farmlands could be converted. Impacts would be unavoidably significant, but this alternative would involve less agricultural conversion than would occur under Scenarios 2-6. As with Scenario 1, the compatibility conflicts relating to agricultural-urban interface associated with the expansion areas – the Serra and Poinsettia areas, in particular – would remain under this alternative.

Air Quality

The overall increase in air pollutant emissions associated with this alternative would be generally similar to, but slightly lower than what would occur under 2005 General Plan Scenario 1. Overall vehicle miles traveled and associated air pollutant emissions would be incrementally lower due to the reduction in population growth. Because the projected population growth associated with this alternative would be within SCAG and Ventura County APCD forecasts, this alternative would be consistent with the Ventura County AQMP. Therefore, the unavoidably significant impact relating to the potential inconsistency with the AQMP would not occur under this alternative.

Biological Resources

This alternative's impacts to biological resources would be similar to those of 2005 General Plan Scenario 1. Implementation of proposed General Plan policies and actions would reduce biological resource impacts to a less than significant level.

Cultural Resources

This alternative's impacts to cultural resources would be similar to those of 2005 General Plan Scenario 1. Implementation of proposed 2005 General Plan policies and actions would reduce cultural resource impacts to a less than significant level.

Geologic Hazards

This alternative's impacts related to geologic hazards would be similar to those of 2005 General Plan Scenario 1. Implementation of proposed 2005 General Plan policies and actions would reduce geologic hazard impacts to a less than significant level.

Hazards and Hazardous Materials

This alternative's impacts related to hazardous materials would be similar to those of 2005 General Plan Scenario 1. Implementation of proposed 2005 General Plan policies and actions would reduce impacts relating to hazardous materials to a less than significant level.

Hydrology and Water Quality

This alternative's impacts related to hydrology and water quality would be similar to those of 2005 General Plan Scenario 1. Implementation of proposed 2005 General Plan policies and actions would reduce impacts to hydrological conditions and water quality to a less than significant level.

Mineral Resources

Similar to the 2005 General Plan scenarios, this alternative would not create conflicts with existing mineral resource extraction activity. Residential development in the North Avenue community could create conflicts with oil extraction activity, though implementation of

proposed 2005 General Plan policies/actions and appropriate safety and noise controls on a case-by-case basis would reduce potential impacts to a less than significant level.

Noise

Overall increases in noise and exposure to noise would be similar to, but slightly lower than, those associated with 2005 General Plan Scenario 1. The overall potential for exposure to noise would be incrementally lower since overall population growth would be lower. As with the 2005 General Plan scenarios, noise impacts could be addressed through implementation of 2005 General Plan policies/actions, the additional action recommended in this EIR, and incorporation of noise attenuation features into new development on a case-by-case basis.

Public Services

The overall increase in demand for public services would be similar to, but slightly lower than, that of 2005 General Plan Scenario 1 since the population increase through 2025 would be about 13% lower. The new station near Ventura Harbor would be needed, but a new fire station in the North Avenue area likely would not be needed. An estimated 23 new police officers would be needed to maintain the current officers/residents ratio and expansion of the police department headquarters would be needed.

The citywide increase in solid waste generation sent to landfills through 2025 is estimated at 74 tons per day for this alternative. This is within the currently available capacity of area landfills. However, because Toland Road and Simi Valley landfills are projected to close by 2027, alternate disposal facilities or methods will be needed.

Growth accommodated under this alternative would generate an estimated 3,024 new students at the VUSD (assuming 7,200 new housing units) and generate demand for an estimated 187 acres of parks based on the 10 acres/1,000 residents standard. Continued collection of school and park impact fees would reduce school and park impacts to less than significant under CEQA. However, it should be noted that, similar to 2005 General Plan Scenario 1, this alternative does not include large tracts of land that could be used for the development of new parks and schools.

Transportation and Circulation

Overall traffic increases would be about 13% lower than under 2005 General Plan Scenario 1 and traffic impacts would be commensurately lower. It is generally anticipated that planned enhancements to the circulation system would continue to achieve the City's level of service standards.

Utilities and Service Systems

Overall water demand and wastewater generation would be about 13% than that associated with 2005 General Plan Scenario 1. Similar to Scenario 1, it is anticipated that projected water supplies and the current capacity of the City's wastewater treatment plant would be adequate to serve development anticipated under this alternative.

Land Use and Planning

Like 2005 General Plan Scenario 1, this alternative would generally be consistent with most regional land use plans and policies. This alternative would not pose the potential conflict with the Guidelines for Orderly Development associated with Scenario 5 or the potential conflict with Coastal Act policies pertaining to the preservation of Prime farmland that would occur under Scenarios 2 and 3.

Population and Housing

Population and housing growth would be about 13% lower than under 2005 General Plan Scenario 1. The 2025 population would not exceed SCAG and Ventura County AQMP forecasts; therefore, the significant impact associated with exceedance of these forecasts that would occur under any of the 2005 General Plan scenarios would not occur. However, some form of growth control , such as the City's current RGMP would have to be established to keep population growth within these forecasts. As with the 2005 General Plan scenarios, implementation of this alternative would be expected to maintain a balance of jobs and housing, with a concomitant reduction in the overall number of jobs generated. Like Scenario 1, this alternative would be expected to accommodate mainly medium to high density multiple family housing, with new single family housing primarily limited to remnant agricultural properties in the Saticoy and Thille communities.

6.4 NO IMPORTANT FARMLAND CONVERSION

6.4.1 Description

Under this alternative, no agricultural lands within the Planning Area would be converted to a non-agricultural use. Therefore, none of the expansion areas would be included and all lands within the Planning Area that are have important farmlands (Prime, Statewide Importance, or Unique) and are currently in agricultural use, but designated for a non-agricultural use would be redesignated "Agricultural Use" and retained in agriculture. A total of approximately 674 acres would be redesignated. Affected areas include more than 300 acres in the Saticoy area, the 75-acre McGrath property in the Arundell community, a 25-acre agricultural property in the Thille community near the U.S. 101/SR 126 interchange, and other smaller agricultural lands throughout the Planning Area.

This alternative is essentially a derivative of 2005 General Plan Scenario 1. Its purpose is to provide an alternative that eliminates the unavoidably significant impact of the 2005 General Plan with respect to agricultural land conversion. It is assumed that the citywide growth rate would be 0.88% annually, similar to that described for Scenario 1. Thus, an estimated 8,300 residences are assumed to be added by 2025. Because the overall amount of land available for future development would be lower than under Scenario 1, it is assumed that greater levels of intensification would occur within the districts, corridors, and neighborhood centers.

6.4.2 Impact Analysis

Aesthetics

No agricultural land would be converted under this scenario. Impacts to views from freeways and other corridors would therefore be lower from some vantage points. By retaining all agricultural lands, it is anticipated that this alternative would eliminate the unavoidably significant aesthetic impacts relating to visual character of alteration of views. On the other hand, this alternative would be expected to result in higher intensity development in some parts of the City than would occur under the 2005 General Plan. Though careful site design would minimize potentially negative aesthetic effects, this alternative would be expected to create a somewhat more urban character in the districts and corridors.

Agriculture

No agricultural land within the Planning Area would be converted under this alternative. Thus, the unavoidably significant impact relating to agricultural land conversion would be eliminated. On the other hand, the compatibility conflicts relating to existing agricultural-urban interface that are present in portions of the community would remain, whereas conversion of agricultural lands that are surrounded by urban uses, as could occur under any of the 2005 General Plan scenarios, would eliminate many of the current conflicts.

Air Quality

Long-term air quality impacts would be generally similar to those of 2005 General Plan Scenario 1. Population growth projected for this alternative exceeds the growth forecast upon which the Ventura County AQMP is based. Overall vehicle miles traveled and associated air pollutant emissions may be incrementally lower than under Scenario 1 due to the generally higher density development and lower travel distances. On the other hand, the higher intensity of development may increase traffic congestion and associated emissions in certain parts of the City, notably Downtown and the Ventura Avenue corridor.

Biological Resources

By concentrating development in already developed areas, this alternative would largely avoid impacts to biological resources. The agricultural lands that would be preserved under this alternative generally do not have high biological resource value. Impacts would be similar to, but slightly lower than, those of 2005 General Plan Scenario 1.

Cultural Resources

The agricultural areas to be preserved under this alternative do not include known historic resources. Because they have been disturbed by agricultural activity, they are not expected to include significant archaeological resources. Nevertheless, because the agricultural lands in Saticoy are within an area of archaeological significance, the potential to disturb archaeological resources would be incrementally lower than under 2005 General Plan Scenario 1. As with the 2005 General Plan, implementation of appropriate historic and archaeological resource policies could avoid significant impacts to cultural resources.

Geologic Hazards

Geologic hazard impacts would be similar to those of 2005 General Plan Scenario 1. Compliance with 2005 General Plan policies/actions and UBC requirements on new development would reduce impacts to a less than significant level.

Hazards and Hazardous Materials

Impacts relating to hazards would be similar to those of the 2005 General Plan land use scenarios. It is presumed that standard practices to address soil and groundwater contamination issues would continue to be implemented and that the City would continue to pursue funding for remediation of brownfield sites.

Hydrology and Water Quality

Hydrology and water quality impacts generally would be similar to those associated with the 2005 General Plan land use scenarios and could be addressed through standard engineering practices and compliance with federal, state, and local runoff control requirements. However, leaving additional land in agricultural use may reduce the City's ability to control sedimentation and water quality as compared to General Plan Scenario 1.

Mineral Resources

Impacts relating to mineral resources would be similar to those of the 2005 General Plan scenarios. The agricultural lands that would be preserved under this scenario do not include any mineral resource extraction activity.

Noise

Overall increases in noise and exposure to noise would be similar to that associated with General Plan Scenario 1. The slightly higher intensity of development anticipated for the districts and corridors may incrementally increase noise levels on some roads and expose more new residences to urban noise. However, implementation of proposed 2005 General Plan policies/ actions, the additional action recommended in this EIR, and incorporation of appropriate noise attenuation features on new development could achieve City noise standards.

Public Services

The overall increase in demand for public services would be about the same as under 2005 General Plan Scenario 1. Impacts relating to police protection service, solid waste, libraries would be the same as those described for Scenario 1 in Section 4.11, *Public Services*. With respect to fire protection, a new fire station in the North Avenue area likely would not be needed under this alternative.

Continued collection of school and park impact fees would reduce school and park impacts to less than significant under CEQA. However, it should be noted that, similar to 2005 General Plan Scenario 1, this alternative does not include large tracts of land that could be used for the development of new parks and schools.

Transportation and Circulation

Overall traffic increases would be similar to those associated with 2005 General Plan Scenario 1. Planned enhancements to the circulation system would generally achieve the City's level of service standards, though the anticipated higher intensity of development in districts, corridors, and neighborhood centers may increase overall congestion along main City thoroughfares. On the other hand, the generally more compact development associated with this alternative may reduce overall vehicle miles traveled and increase transit use to some degree.

Utilities and Service Systems

Future urban water demand would be similar to that of Scenario 1. However, because an additional 674 acres of agricultural lands would remain in agricultural production, the net increase in Planning Area water demand would be about 1,278 AFY higher than for Scenario 1. Nevertheless, water demand would remain within projected future supply. Wastewater treatment plant capacity impacts would be similar to those of Scenario 1. No exceedance of plant capacity is anticipated.

Land Use and Planning

Like 2005 General Plan Scenarios 1, this alternative would generally be consistent with most regional land use plans and policies. This alternative would not pose the potential conflicts with the Guidelines for Orderly Development that would occur under Scenario 5 or with the Coastal Act policies pertaining to the preservation of Prime farmland that would occur under Scenarios 2 and 3.

Population and Housing

Population and housing growth would be similar to that of General Plan Scenario 1. The 2025 population is projected to exceed SCAG and Ventura County AQMP forecasts. It is anticipated that, like the 2005 General Plan scenarios, implementation of this alternative would maintain a balance of jobs and housing. To an even greater degree than under Scenario 1, this alternative would likely emphasize high density multiple family housing to meet future housing needs rather than single family housing since new housing development would be restricted almost exclusively to districts, corridors, and neighborhood centers.

6.5 UPPER NORTH AVENUE DISTRICT HOUSING

6.5.1 Description

This alternative is a variation of 2005 General Plan Scenario 5, the Intensification/Reuse + North Avenue + Western Cañada Larga scenario. As discussed in Section 2.0, *Project Description*, the two expansion areas included in Scenario 5 do not provide sufficient acreage to accommodate a mix of housing types or to accommodate parks, schools, or other public facilities. Consequently, this alternative considers a more realistic scenario in which some of the development that would occur within the North Avenue and Western Cañada Larga areas would instead occur within the Upper North Avenue District, adjacent to the Brooks Institute

and on the Petrochem Refinery site. This would entail changing the land use designation for these areas from Industrial to Residential.

It is anticipated that the Upper North Avenue District would accommodate the following development under this alternative in addition to the level of development anticipated for that area under Scenario 5:

- 300,000 square feet of office/retail development adjacent to Brooks Institute
- 300 units of student/rental housing adjacent to Brooks Institute
- 750 residences on the Petrochem site

Because this amount of development would be accommodated within the Upper North Avenue District, it is assumed that the amount of development within the North Avenue and Western Cañada Larga expansion areas would be reduced commensurately. This would leave the following amount of development within the two expansion areas combined:

- 1,650 residences
- Approximately 250,000 square feet of office/retail development

Other than this change, this alternative would be the same as 2005 General Plan Scenario 5.

6.5.2 Impact Analysis

Aesthetics

This alternative would convert a similar amount of agricultural land as would be converted under Scenario 5. The overall intensity of development within the North Avenue and Western Cañada Larga expansion areas would be lower under this alternative and more commensurate with the intensity of existing development in the area. This alternative would increase the intensity of development within the Upper North Avenue District, which may be considered an adverse effect. However, the visibility of most of this area from the SR 33 corridor is relatively low and implementation of this alternative would be expected to improve the visual character of the Petrochem site.

Agriculture

Impacts relating to agricultural conversion would be similar to those of 2005 General Plan Scenario 5. An estimated 681 acres of Prime, Unique, and Statewide Importance farmlands could be converted. Impacts would be unavoidably significant, but this alternative would involve less agricultural conversion than would occur under Scenarios 2, 3, 4, or 6.

Air Quality

Long-term air quality impacts would be generally similar to those of Scenarios 2-6. As with all of the 2005 General Plan Scenarios, projected population growth under this alternative exceeds the Ventura County AQMP forecast and therefore could be found to be inconsistent with the AQMP. The higher intensity of development in the North Avenue area as compared to 2005

General Plan Scenarios 1-4 and 6 may incrementally increase the transport of pollutants to the Ojai Valley.

Biological Resources

By reducing the overall intensity of development in the North Avenue and Western Cañada Larga areas as compared to 2005 General Plan Scenario 5, this alternative would incrementally reduce the potential for impacts to riparian resources in the these areas, including Cañada Larga and Manuel Creeks. On the other hand, development intensity in this areas would remain higher than would occur under Scenarios 1-4 and 6. In addition, this alternative could accommodate greater levels of human activity adjacent to the biologically sensitive Ventura River, with increased potential for impacts to riparian resources and associated sensitive species (e.g., Least Bell's vireo, steelhead trout).

Cultural Resources

The areas subject to future development are the same as those of 2005 General Plan Scenario 5. As with the 2005 General Plan scenarios, implementation of appropriate historic and archaeological resource policies could avoid significant impacts to cultural resources.

Geologic Hazards

Geologic hazard impacts would be similar to those of 2005 General Plan Scenario 5. Residential development in the Upper North Avenue area would potentially be subject to liquefaction and expansive soil hazards. However, compliance with 2005 General Plan policies/actions and UBC requirements on new development would reduce impacts to a less than significant level.

Hazards and Hazardous Materials

Hazard impacts would be similar to those of 2005 General Plan Scenario 5. This alternative could potentially increase safety conflicts relating to the placement of residential development in proximity to oil production in the Upper North Avenue area. On the other hand, redevelopment of the Petrochem refinery site would eliminate an existing brownfield. Compliance with 2005 General Plan policies and standard safety requirements on new development would reduce impacts relating to hazardous materials to a less than significant level.

Hydrology and Water Quality

Residential development within the Upper North Avenue District would be within the 100-year flood zone and would therefore be subject to the requirements of FEMA and the City's Floodplain Ordinance. Placing residential development within the Upper North Avenue district adjacent to the Ventura River would incrementally increase the potential for water quality impacts within the river. However, possible impacts could be addressed on a case-by-case basis through compliance with standard engineering practices and runoff control requirements. Overall, hydrology and water quality impacts would be somewhat greater than those associated with 2005 General Plan Scenario 5, but could be reduced to a less than significant level.

Mineral Resources

Similar to the 2005 General Plan scenarios, this alternative would not create conflicts with existing mineral resource extraction activity. This alternative could potentially increase compatibility conflicts with oil production in the Upper North Avenue area by adding accommodating residential development. However, as discussed under "Hazards and Hazardous Materials," compliance with 2005 General Plan policies and standard safety requirements on new development would reduce such conflicts to a less than significant level.

Noise

Overall increases in noise and exposure to noise would be similar to those associated with General Plan land use scenarios 2-6. Residential development within the Upper North Avenue area would be subject to noise from SR 33 and potentially from area industrial activity. However, implementation of 2005 General Plan actions and incorporation of appropriate noise attenuation on a case-by-case basis could achieve City noise standards.

Public Services

The overall increase in demand for public services would be about the same as under Scenarios 2-6. Impacts relating to police protection service, solid waste, libraries would be the same as those described for Scenarios 2-6 in Section 4.11, *Public Services*. A new fire station would likely be needed in the North Avenue area.

Continued collection of school and park impact fees would reduce school and park impacts to less than significant under CEQA. As compared to 2005 General Plan Scenario 5, this alternative would have somewhat more acreage available within the North Avenue and Western Cañada Larga expansion areas for schools and parks.

Transportation and Circulation

Overall traffic increases would be similar to those associated with 2005 General Plan Scenario 5. Feasible improvements such as those described for Scenario 5 in Section 4.12, *Transportation and Circulation*, are available to meet proposed traffic system performance standards. New residential development in the Upper North Avenue District would be expected to utilize the Cañada Larga and Shell Road interchanges on SR 33. With improvements to the Shell Road interchange identified in Section 4.12, these two interchanges have adequate capacity to accommodate traffic flows associated with Scenario 5 and would maintain extra capacity to meet the additional demand associated with this alternative.

Utilities and Service Systems

Overall water demand and wastewater generation would be similar to that associated with 2005 General Plan Scenario 5. Water supplies would be adequate to serve projected growth. No impact to the Ventura wastewater treatment plant is anticipated. The capacity of the Ojai Valley Sanitary District Plant could be exceeded, but impacts to that facility can be mitigated through implementation of a measure similar to Measure U-2(b) in Section 4.13, *Utilities*, which

allows development of the North Avenue area only at such time as adequate treatment capacity is available at the Ojai Valley Sanitary District plant.

Land Use and Planning

Like 2005 General Plan Scenarios 2-6, this alternative would generally be consistent with most regional land use plans and policies. This alternative would pose the same potential conflict with the Guidelines for Orderly Development associated with Scenario 5, but would not pose the potential conflict with Coastal Act policies pertaining to the preservation of Prime farmland that would occur under Scenarios 2 and 3.

Population and Housing

Population and housing growth would be similar to that of General Plan Scenarios 2-6. The 2025 population is projected to exceed SCAG and Ventura County AQMP forecasts. As with the 2005 General Plan scenarios, implementation of this alternative would be expected to maintain a balance of jobs and housing in the City.

6.6 INTENSIFICATION/REUSE + MINOR MAP CLEAN-UP

6.6.1 Description

This alternative is a variation of 2005 General Plan Scenario 15, the Intensification/Reuse Only scenario. The purpose of this alternative is to address three minor map clean-up issues identified following receipt of City Council direction on the recommended 2005 General Plan land use map. The first of these involves the re-designation of approximately five acres along the south side of Rosal Lane in the unincorporated area of Saticoy (APNs 90-142-11, 90-142-14, 90-143-13, and 90-143-17) that are designated "Industrial" on the draft General Plan land use map, but are designated "Residential Two Family" in the County of Ventura's Saticoy Area Plan. To achieve consistency with the Saticoy Area Plan, these lots would be redesignated "Residential Medium Density" under this alternative. The second change involves properties located on the Westside between Ramona (north), Simpson Street (south) and straddling Sheridan Way. This map change would include changing the proposed land use designation from low to high density residential to be consistent with the neighborhood and existing uses on the properties. A third change involves properties located in the Simpson Historic District located to the south of Simpson Street in generally the same area. The land use map would be changed from high to medium density, which is consistent with existing development in the Simpson Historic District and would generally allow 2 units per parcel.

Other than the three changes described above, this alternative is identical to 2005 General Plan Scenario 1. An estimated 8,300 residential units are projected to be added through 2025.

6.6.2 Impact Analysis

Other than issues pertaining to land use compatibility (aesthetics, noise, hazards), this alternative's impacts would be identical to those of Scenario 1. Re-designation of the five-acre area in Saticoy may incrementally increase the potential for compatibility conflicts with existing and future industrial uses in the area as properties to the south are designated "Industrial."

However, potential conflicts relating to lighting, noise, and hazards can be addressed through appropriate design, including, if necessary, the construction of solid block walls between residential and industrial uses. In addition, it should be noted that the properties along the north side of Rosal Lane, immediately across the street, are designated "Residential Medium Density." As such, developing the site along the south side of Rosal Lane with residential uses may reduce the potential for compatibility conflicts for those properties. In addition, the inclusion of additional residential land within the Saticoy district may provide a better mix of jobs and housing within the primarily industrial district. This re-designation would not create any significant environmental effects.

The two land use map changes in the West Ventura area would reflect the current development within the affected properties as well as the type of development in the surrounding area. The change to high density residential for the properties between Ramona and Simpson Street could theoretically allow for higher density development in the future; however, because such development would be consistent with the character of the area, no significant impacts would occur.

6.7 ALL EXPANSION AREAS

6.7.1 Description

This alternative includes all of the five expansion areas considered in the six 2005 General Plan land use scenarios. As such, it includes an estimated 1,977 acres of expansion areas. Because this alternative includes more land than any of the General Plan scenarios, it is presumed that it would accommodate more overall growth through 2025. It is assumed that the growth within the North Avenue, Olivas, Serra, and Poinsettia expansion areas would be similar to that assumed for Scenarios 3, 4, and 6 and that development in the Western Cañada Larga area would be similar to the North Avenue area. Overall expansion area development is assumed to be as follows:

- North Avenue – 300 residences
- Olivas – 2,400 residences
- Serra – 2,400 residences
- Western Cañada Larga – 300 residences
- Poinsettia – 2,400 residences

This results in a combined total of 7,800 expansion area residences. When added to the 8,300 intensification/reuse units, it is assumed that this alternative could accommodate about 16,100 new residences through 2025. This number of units would accommodate an estimated 41,377 additional residents, bringing the citywide population to 146,329. This represents an average annual growth rate of about 1.6%. It is assumed that non-residential growth would increase commensurately.

6.7.2 Impact Analysis

Aesthetics

This alternative would convert more agricultural land than would be converted under any of the General Plan scenarios and increase the overall intensity of development within the Plannin Area. As such, the overall change in the aesthetic character of the community would be greater. Aesthetic impacts would be greater than for Scenarios 1-6 and unavoidably significant.

Agriculture

Implementation of this alternative could convert nearly 2,500 acres of Prime, Statewide Importance, and Unique farmlands. Impacts relating to agricultural conversion would be greater than those of the General Plan scenarios and would be unavoidably significant. On the other hand, conversion of additional agricultural lands may reduce the potential for conflicts relating to the interface between agricultural and urban uses.

Air Quality

The overall increase in air pollutant emissions associated with this alternative would slightly higher than what would occur under the General Plan scenarios. Overall vehicle miles traveled and associated air pollutant emissions would be incrementally higher due to the increased population growth. As with Scenarios 1-6, the projected population growth associated with this alternative would exceed SCAG and Ventura County APCD forecasts, but to an even greater degree.

Biological Resources

This alternative's overall impacts to biological resources would be similar to those of 2005 General Plan scenarios, though the increased population and level of development may incrementally increase the potential for indirect impacts. Implementation of proposed General Plan policies and actions would reduce biological resource impacts to a less than significant level.

Cultural Resources

This alternative's impacts to cultural resources would be similar to those of the General Plan scenarios. Implementation of proposed 2005 General Plan policies and actions would reduce cultural resource impacts to a less than significant level.

Geologic Hazards

This alternative's impacts related to geologic hazards would be similar to those of the General Plan scenarios. Implementation of proposed 2005 General Plan policies and actions would reduce geologic hazard impacts to a less than significant level.

Hazards and Hazardous Materials

This alternative's impacts related to hazardous materials would be similar to those of the General Plan scenarios. Implementation of proposed 2005 General Plan policies and actions would reduce impacts relating to hazardous materials to a less than significant level.

Hydrology and Water Quality

Hydrology and water quality impacts generally would be similar to those associated with the 2005 General Plan land use scenarios and could be addressed through standard engineering practices and compliance with federal, state, and local runoff control requirements. Removing additional land in agricultural use may increase the City's ability to control sedimentation and water quality as compared to the General Plan scenarios.

Mineral Resources

Similar to the 2005 General Plan scenarios, this alternative would not create significant conflicts with existing mineral resource extraction activity.

Noise

Overall increases in noise and exposure to noise would be somewhat greater than those associated with the General Plan scenarios. For most areas, noise increases would not be significant, though potentially significant impacts would occur along portions of North Ventura Avenue and Johnson Drive. Other roadways, such as Harbor Boulevard, may also experience significant noise level increases. Implementation of 2005 General Plan actions and incorporation of appropriate noise attenuation on a case-by-case basis could achieve City noise standards.

Public Services

The overall increase in demand for public services would higher than for any of the General Plan scenarios since this alternative would result in a 2025 population that is about 16% higher than the projected population under Scenario 1 and 10% higher than the projected population under Scenarios 2-6. Impacts relating to police protection service, solid waste, libraries would be similar to, but somewhat greater than, those described for Scenarios 2-6 in Section 4.11, *Public Services*. A new fire station would likely be needed in the North Avenue area.

Continued collection of school and park impact fees would reduce school and park impacts to less than significant under CEQA. As compared to the General Plan scenarios, this alternative would have more overall acreage available for the development of schools and parks.

Transportation and Circulation

Overall traffic increases would be greater than those associated with any of the 2005 General Plan scenarios since the 2025 population would be about 16% greater than under Scenario 1 and 10% greater than under Scenarios 2-6. It is anticipated that the unavoidably significant impact

at Johnson Drive/North Bank Drive associated with Scenario 2 would occur. Additional unavoidably significant impacts may also occur due to the increased level of traffic citywide.

Utilities and Service Systems

Overall water demand and wastewater generation would be higher than that associated with any of the General Plan scenarios. Overall urban water demand would be higher for this alternative than for any of the General Plan scenarios – approximately 10,700 AFY; however, this alternative would also receive greater water credits for eliminating existing agricultural demand – approximately 5,900 AFY. The net increase in demand is within the projected City water supply. No impact to the Ventura wastewater treatment plant is anticipated. The capacity of the Ojai Valley Sanitary District Plant could be exceeded, but impacts to that facility can be mitigated through implementation of a measure similar to Measure U-2(b) in Section 4.13, *Utilities*, which allows development of the North Avenue area only at such time as adequate treatment capacity is available at the Ojai Valley Sanitary District plant.

Land Use and Planning

Like 2005 General Plan Scenarios 1-6, this alternative would generally be consistent with most regional land use plans and policies. However, this alternative would pose the potential conflict with the Guidelines for Orderly Development associated with Scenario 5 and the potential conflict with Coastal Act policies pertaining to the preservation of Prime farmland associated with Scenarios 2 and 3.

Population and Housing

Population and housing growth would be higher than that of any of the General Plan scenarios. As such, the 2025 population is projected to exceed SCAG and Ventura County AQMP forecasts by an even greater amount than under Scenarios 1-6. Similar to the 2005 General Plan scenarios, implementation of this alternative would be expected to maintain a balance of jobs and housing in the City.

6.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As required by CEQA, this section discusses the environmentally superior alternative. Each of the alternatives discussed in this section has certain advantages and disadvantages as compared to the 2005 General Plan, as summarized below.

- The **No Project (no further development)** alternative could be considered environmentally superior because it would result in no increase in traffic, air pollution or noise, and no increase in demand for utilities or services. It would result in no physical impacts. On the other hand, this alternative would not meet many of the 2005 General Plan objectives or address current service/infrastructure deficiencies, nor would it provide housing and jobs to meet projected growth.
- The **No Project (1989 Comprehensive Plan)** alternative would reduce agricultural land impacts as compared to 2005 General Plan Scenarios 1-6, but would be expected to substantially increase impacts relating to biological

resources, wildland fire, geologic hazards, and hydrology due to the potential for future development in the hillsides above the City.

- The **Restricted Growth** alternative would incrementally reduce traffic and noise impacts as well as future demand for utilities and services. It would also eliminate the unavoidably significant impact of the 2005 General Plan relating to exceedance of growth projections contained in the Ventura County AQMP and SCAG Regional Transportation Plan. On the other hand, this alternative may not provide sufficient additional housing to meet projected demand through 2025.
- The **No Important Farmland Conversion** alternative would eliminate the significant impact of the 2005 General Plan relating to the conversion of Prime, Statewide Importance, and Unique farmland. On the other hand, by focusing even more development in districts and corridors, it would not be expected to accommodate as broad a mix of housing types, nor would it provide adequate jobs/housing balance or meet the City's economic development objectives. In addition, all of the existing Planning Area conflicts relating to agricultural/urban interface would remain under this alternative.
- The **Upper North Avenue District Housing** alternative would reduce the development intensity in the North Avenue and Western Cañada Larga expansion areas as compared to General Plan Scenario 5 and would redevelop the Petrochem plant and other properties in the Upper North Avenue district. On the other hand, residential development within the Upper North Avenue district could be exposed to conflicts with adjacent industrial activity and SR 33.
- The **Intensification/Reuse + Minor Map Clean-Up** alternative could create the potential for residential-industrial compatibility conflicts in the Saticoy area, but such impacts can be addressed through site design and the property re-designation would achieve consistency with the Saticoy Area Plan.
- The **All Expansion Areas** alternative would provide the greatest flexibility for future City expansion and would provide options for meeting projected housing demand. However, by accommodating higher population growth and land development, it would result in generally greater environmental impacts than any of the 2005 General Plan land use scenarios.

Although the No Project (no further development) alternative is not feasible (from either a legal or practical standpoint) and may not be desirable in many respects, it can be considered environmentally superior overall since it would avoid all impacts associated with future growth. However, it would not meet RHNA requirements or housing needs identified in the City's Housing Element. Among the remaining alternatives, either the Restricted Growth or No Important Farmland Conversion alternative would be environmentally superior, depending upon which issue(s) are deemed most important. The Restricted Growth alternative would incrementally reduce impacts in most issues areas due to the overall reduction in future development and would avoid the significant impact of the 2005 General Plan relating to exceedance of Ventura County AQMP and SCAG Regional Transportation Plan population forecasts. It would, however, still result in significant agricultural resource impacts, similar to General Plan Scenario 1. The No Important Farmland Conversion alternative would avoid the significant impact relating to conversion of agricultural lands to urban uses. On the other hand,

the exceedance of regional population forecasts would still occur and all existing conflicts relating to the interface between agricultural and urban uses would remain. A combination of the Restricted Growth alternative and the No Important Farmland Conversion alternative would achieve both a reduction of agricultural land impacts, as well as AQMP and SCAG consistency.

Though not environmentally superior overall, it should be noted that 2005 General Plan Scenario 1 is considered the environmentally superior scenario among the six General Plan land use scenarios described in Section 2.0. This is due to the lower overall projected population growth as compared to the other scenarios and consequent reduction in impacts relating to traffic, noise, utilities and services, as well as the reduced amount of agricultural land conversion as compared to the other scenarios.

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7.1 REFERENCES

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7.2 REPORT PREPARERS

This EIR was prepared by the City of Ventura with the assistance of Rincon Consultants, Inc., Austin-Foust Associates, Inc., and Psomas Associates, Inc. Kari Gialketsis, Senior Planner, managed the preparation of the EIR for the City. Consultant staff involved in the preparation of the EIR are listed below.

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Appendix A

Notice of Preparation and Responses

Notice of Preparation

TO: _____

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_____

FROM: City of San Buenaventura
Community Development Department
501 Poli Street
Ventura, CA 93001

Subject: **Notice of Preparation of a Draft Environmental Impact Report**

The City of San Buenaventura (Ventura) will be the Lead Agency for the preparation of an environmental impact report (EIR) for a proposed update of the City of Ventura Comprehensive Plan. The proposed project involves the update of the 1989 Comprehensive Plan that currently serves as the blueprint for the development of the City. Each of the Comprehensive Plan elements other than the Housing Element (an update of which was approved earlier this year) will be updated with goals, policies, and objectives that reflect the current needs and preferences of the community. The land use map will also be updated.

The City intends to emphasize infill development and reuse of developed lands within the current Sphere of Influence over the life of the Comprehensive Plan Update (through 2025) and has identified a number of growth districts and corridors where infill/reuse is to be focused. However, as part of the Comprehensive Plan update, the City is also considering inclusion of certain areas outside the current Sphere of Influence for future development. These include:

- **North Avenue** – an approximately 55-acre area on the east side of N. Ventura Avenue that is currently used as an orchard
- **Olivas** – an approximately 930-acre area between U.S. 101 and Harbor Boulevard that is currently used for row crops
- **Serra** – an approximately 464-acre area between Telephone Road and Bristol Road that is currently used for row crops and orchards
- **Western Cañada Larga** – an approximately 121-acre area along both sides of State Route 33 in the North Ventura Avenue area that is primarily open grazing land
- **Poinsettia** – an approximately 418-acre area between Foothill Road and State Route 126 that is currently an orchard

The potential growth districts and corridors and the potential expansion areas are shown on the attached land use diagram.

The Draft EIR will be a program EIR that examines each of the issue areas on the City's environmental checklist. Issues to be examined include:

- Aesthetics
- Air Quality
- Agricultural Resources
- Land Use and Planning
- Noise
- Population/Housing

- Biological Resources
- Cultural Resources
- Energy/Mineral Resources
- Geology/Soils
- Hazards/Hazardous Materials (including wildland fire hazards)
- Public Services (police, fire, schools)
- Recreation
- Utilities/Service Systems
- Transportation/Traffic
- Water (including Water Supply, Hydrology/Flooding, and Water Quality)

In addition to the CEQA-required "no project" alternative, the Draft will examine a minimum of four land use scenarios. These include:

1. **Staff Recommended Scenario** – This scenario assumes an emphasis on infill development, but includes the following expansion areas:

   - North Avenue (55 acres)
   - Olivas (930 acres)
   - Serra (464 acres)

2. **Infill/Reuse Only Scenario** – This scenario assumes infill/reuse of higher intensity than the Staff Recommended Scenario with no expansion beyond the current Sphere of Influence.

3. **Staff Recommended + Cañada Larga Scenario** – This scenario assumes less intensive infill development than the "Staff Recommended Scenario" and includes the following expansion areas:

   - Western Cañada Larga (121 acres)
   - North Avenue (55 acres)
   - Olivas (930 acres)
   - Serra (464 acres)

4. **Staff Recommended + Poinsettia Scenario** - This scenario assumes less intensive infill development than the "Staff Recommended Scenario" and includes the following expansion areas:

   - North Avenue (55 acres)
   - Olivas (930 acres)
   - Serra (464 acres)
   - Poinsettia (418 acres)

The EIR analysis will be based on growth projections through the year 2025. The EIR will consider two possible growth scenarios: (1) 1.14% annual population growth, which is equivalent to the annual growth rate in the City over the past 20 years; and (2) 0.88% annual population growth, which is equivalent to the annual growth over the past 10 years. The 2025 population and housing growth estimates for each of these scenarios are shown in the table on the following page.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval of certain aspects of the project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Population Growth Projections

	2004 Levels[a]	2025 Estimates		Change from 2004-2025	
		0.88% Annual Growth	1.14% Annual Growth	0.88% Annual Growth	1.14% Annual Growth
Population	104,952	126,153	133,160	21,201	28,208
Housing Units[b]	40,880	49,138	51,867	8,258	10,987

[a] *Source: California Department of Finance, City/County Population and Housing Estimates, 1/1/2004.*

[b] *Housing unit estimates assume that the current ratio of 2.57 persons per household remains constant through 2025. In reality, the number of persons per unit could go up or down, depending upon housing costs, the types of housing built in the City, population growth, and other factors.*

Please send your response to Lisa Porras, Senior Planner, at the address shown above. Ms. Porras can be reached at (805) 654-7811. We will need the name for a contact person in your agency. Materials related to the Comprehensive Plan Update EIR are available for review at the City of Ventura Community Development Department, Ventura City Hall, 501 Poli Street in Ventura. Background materials can also be viewed online at http://www.ci.ventura.ca.us/depts/cd/cp/cp.asp.

The City will hold an EIR scoping meeting on the Comprehensive Plan Update on Wednesday, October 13 at the Community Meeting Room at Ventura City Hall, 501 Poli Street. The meeting will begin at 6 PM. The purpose of the meeting is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR.

Project Title: City of Ventura Comprehensive Plan Update

Project Sponsor: City of Ventura

Date 9/30/04

Signature

Title Planning Manager, Rincon Consultants, Inc. (consultant to the City of Ventura

Telephone (805) 641-1000 x 12

Revised
Notice of Preparation

TO: _____

_____

_____

FROM: City of San Buenaventura
Community Development Department
501 Poli Street
Ventura, CA 93001

Subject: **Revised Notice of Preparation of a Draft Environmental Impact Report**

The City of San Buenaventura (Ventura) will be the Lead Agency for the preparation of an environmental impact report (EIR) for a proposed update of the City of Ventura Comprehensive Plan. The City issued a Notice of Preparation (NOP) in September 2004. The original NOP described five alternative land use scenarios that were to be considered in the EIR; however, since that time, the way the alternatives are to be organized has changed and the number of alternative land use scenarios to be studied has increased from five to six. Therefore, although the areas under consideration and general approach to accommodating future development have not changed since the circulation of the original NOP, the City has reissued the NOP in order provide an opportunity to comment on the new EIR land use scenarios.

The proposed project involves the update of the 1989 Comprehensive Plan that currently serves as the blueprint for the development of the City. Each of the Comprehensive Plan elements other than the Housing Element (an update of which was approved earlier this year) will be updated with goals, policies, and objectives that reflect the current needs and preferences of the community. The land use map will also be updated.

The City intends to emphasize infill development and reuse of developed lands within the current Sphere of Influence over the life of the Comprehensive Plan Update (through 2025) and has identified a number of growth districts and corridors where infill/reuse is to be focused. However, as part of the Comprehensive Plan update, the City is also considering inclusion of certain areas outside the current Sphere of Influence for future development. These include:

- **North Avenue** – an approximately 55-acre area on the east side of N. Ventura Avenue that is currently used as an orchard
- **Olivas** – an approximately 930-acre area between U.S. 101 and Harbor Boulevard that is currently used for row crops
- **Serra** – an approximately 464-acre area between Telephone Road and Bristol Road that is currently used for row crops and orchards
- **Western Cañada Larga** – an approximately 121-acre area along both sides of State Route 33 in the North Ventura Avenue area that is primarily open grazing land
- **Poinsettia** – an approximately 418-acre area between Foothill Road and State Route 126 that is currently an orchard

The potential growth districts and corridors and the potential expansion areas are shown on the attached land use diagram.

The Draft EIR will be a program EIR that examines each of the issue areas on the City's environmental checklist. Issues to be examined include:

- Aesthetics
- Air Quality
- Agricultural Resources
- Biological Resources
- Cultural Resources
- Energy/Mineral Resources
- Geology/Soils
- Hazards/Hazardous Materials (including wildland fire hazards)
- Land Use and Planning
- Noise
- Population/Housing
- Public Services (police, fire, schools)
- Recreation
- Utilities/Service Systems
- Transportation/Traffic
- Water (including Water Supply, Hydrology/Flooding, and Water Quality)

In addition to the CEQA-required "no project" alternative, the Draft will examine a minimum of six land use scenarios. These include:

1. **Intensification/Reuse Only Scenario** – This scenario assumes that future development will be limited to areas within the current Sphere of Influence and that none of the possible expansion areas would be considered.

2. **City Council Preferred Scenario** – This scenario, which was selected by the City Council as the preferred scenario, assumes an emphasis on infill development at an intensity level similar to that of the Intensification/Reuse Only, but includes the following potential expansion areas:

   - North Avenue (55 acres)
   - Olivas (930 acres)
   - Serra (464 acres)

3. **Intensification/Reuse + North Avenue + Western Cañada Larga Scenario** – This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - North Avenue (55 acres)
   - Western Cañada Larga (121 acres)

4. **Intensification/Reuse + North Avenue + Serra Scenario** – This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - North Avenue (55 acres)
   - Serra (464 acres)

5. **Intensification/Reuse + North Avenue + Olivas Scenario** – This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - North Avenue (55 acres)
   - Olivas (930 acres)

6. **Intensification/Reuse + North Avenue + Poinsettia Scenario** - This scenario assumes intensification/reuse at a level similar to the other scenarios, but includes the following potential expansion areas:

   - North Avenue (55 acres)
   - Poinsettia (418 acres)

The EIR analysis will be based on growth projections through the year 2025. The EIR will consider two possible growth scenarios: (1) 1.14% annual population growth, which is equivalent to the annual growth rate in the City over the past 20 years; and (2) 0.88% annual population growth, which is equivalent to the annual growth over the past 10 years. For all six EIR scenarios, it is assumed that intensification/reuse within the current Sphere of Influence would accommodate growth through 2025 equivalent to the 0.88% annual growth rate. For Scenario 1 (Intensification/Reuse Only), it is assumed that growth through 2025 would be limited to an annual average of 0.88%. For the five scenarios that include expansion areas (Scenarios 2 through 6), it is assumed that the expansion areas would accommodate additional growth through 2025 equivalent to the 1.14% annual rate (i.e., the additional 0.26% annual growth beyond what is anticipated to occur within the current Sphere of Influence). The 2025 population and housing growth estimates for each of these scenarios are shown in the following table.

Population and Housing Growth Projections

	2004 Levels[a]	2025 Estimates		Change from 2004-2025	
		0.88% Annual Growth	1.14% Annual Growth	0.88% Annual Growth	1.14% Annual Growth
Population	104,952	126,153	133,160	21,201	28,208
Housing Units[b]	40,880	49,138	51,867	8,258	10,987

[a] *Source: California Department of Finance, City/County Population and Housing Estimates, 1/1/2004.*

[b] *Housing unit estimates assume that the current ratio of 2.57 persons per household remains constant through 2025. In reality, the number of persons per unit could go up or down, depending upon housing costs, the types of housing built in the City, population growth, and other factors.*

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval of certain aspects of the project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Lisa Porras, Senior Planner, at the address shown above. Ms. Porras can be reached at (805) 654-7811. We will need the name for a contact person in your agency. Materials related to the Comprehensive Plan Update EIR are available for review at the City of Ventura Community Development Department, Ventura City Hall, 501 Poli Street in Ventura. Background materials can also be viewed online at http://www.ci.ventura.ca.us/depts/cd/cp/cp.asp.

The City will hold an EIR scoping meeting on the Comprehensive Plan Update at 6 PM on Wednesday, January 12, 2005. The meeting will be held in the Santa Cruz Conference Room at Ventura City Hall, 501 Poli Street. The purpose of the meeting is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR.

Project Title: City of Ventura Comprehensive Plan Update

Project Sponsor: City of Ventura

Date 12/17/04

Signature

Name Joe Power, AICP

Title Planning Manager, Rincon Consultants, Inc. (consultant to the City of Ventura

Telephone (805) 641-1000 x 12

Certificate of Publication

Ad No. 779003
Notice of Preparation of a Draft Environment Impact

State of California)
))§
County of Ventura)

I, **Angelica Garay**, hereby certify that the **Ventura County Star, Thousand Oaks Star, Oxnard Star, Simi Valley Star, Moorpark Star, Camarillo Star** has been adjudged a newspaper of general circulation by the Superior Court the provisions of the Government Code of the State of California, printed and published in the City of San Buenaventura, County of Ventura, State of California; that I am the a clerk of the printer of said paper; that the annexed clipping is a true printed copy and publishing in said newspaper on the following dates to wit:
Oct 6, 10, 2004

I, Angelica Garay certify under penalty of perjury, that the foregoing is true and correct.

Dated this Oct 15, 2004 in San Beunaventura, California

Angelica Garay
(Signature)

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

PROJECT TITLE: Preparation of an EIR for a proposed update of the City of Ventura Comprehensive Plan.

PROJECT APPLICANT: City of San Buenaventura
Planning Division
501 Poli Street,
Ventura, Ca 93001

PROJECT DESCRIPTION: The proposed project involves the update of the 1989 Comprehensive Plan that currently serves as the blueprint for the development of the City. Each of the Comprehensive Plan elements other than the Housing Element (an update of which was approved earlier this year) will be updated with goals, policies, and objectives that reflect the current needs and preferences of the community. The land use map will also be updated.

The City intends to emphasize infill development and reuse of developed lands within the current Sphere of Influence over the life of the Comprehensive Plan Update (through 2025) and has identified a number of growth districts and corridors where infill/reuse is to be focused. However, as part of the Comprehensive Plan Update, the City is also considering inclusion of certain areas outside the current Sphere of Influence for future development.

EIR SCOPING MEETING: The City will hold an EIR scoping meeting on the Comprehensive Plan Update on **Wednesday, October 13** at the **Community Meeting Room at Ventura City Hall, 501 Poli Street.** The meeting will begin at 6 PM. The purpose of the meeting is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR.

LEAD AGENCY: City of San Buenanventura
Planning Division
501 Poli Street, Ventura

FOR MORE INFORMATION CONTACT: Lisa Porras, Senior Planner (805) 654-7811
Publish:Oct 6,10, 2004 Ad No.VC779003

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October 18, 2004

Ms. Lisa Porras
Senior Planner
Community Development Department
City of San Buenaventura
501 Poli Street
Ventura, CA 93001

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Report for the City of Ventura Comprehensive Plan – SCAG No. I 20040669**

Dear Ms. Porras:

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Report for the City of Ventura Comprehensive Plan** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the aforementioned **Notice of Preparation** and have determined that **the proposed Project is regionally significant per California Environmental Quality Act (CEQA) Guidelines (Section 15206).** The proposed Project considers a local general plan, element, or amendment for which an environmental impact report is being prepared. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and **regional plans (Section 15125 [d]).** If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, which may be applicable to your project, are outlined in the attachment. **We expect the Draft EIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your Draft EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the Draft EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

COMMENTS ON THE PROPOSAL TO DEVELOP A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF VENTURA COMPREHENSIVE PLAN SCAG NO. I 20040669

PROJECT DESCRIPTION

The proposed Project considers an update of the City of Ventura Comprehensive Plan.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the City of Ventura Comprehensive Plan.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The Draft EIR should reflect the most current SCAG forecasts which are the 2004 RTP (April 2004) Population, Household and Employment forecasts for the Ventura Council of Governments (VCCOG) subregion and the City of Ventura. These forecast follows:

VCOG SUBREGION	2000	2005	2010	2015	2020	2025
POPULATION	758,054	821,045	865,149	897,295	929,181	960,025
HOUSEHOLD	244,476	260,357	275,352	289,318	303,596	317,831
EMPLOYMENT	337,247	346,770	381,680	403,000	424,470	445,193

CITY OF VENTURA	2000	2005	2010	2015	2020	2025
POPULATION	101,002	109,087	116,959	119,247	121,488	123,645
HOUSEHOLD	38,573	40,711	44,053	45,355	46,696	48,034
EMPLOYMENT	58,900	59,717	62,703	65,237	67,787	70,238

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

3.16 Encourage developments in and around activity centers, transportation corridors,

underutilized infrastructure systems, and areas needing recycling and redevelopment.

3.18 Encourage planned development in locations least likely to cause environmental impact.

3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.

3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment, improve air quality and promote energy efficiency.
- Encourage land use and growth patterns that complement our transportation investments.

Regional Transportation Plan Policies

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.

Performance Indicator	Performance Measures	Definition	Performance Outcome
Mobility	• Average Daily Speed • Average Daily Delay	Speed-experienced by travelers regardless of mode. Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	10% Improvement 40% Improvement
Accessibility	• Percent PM peak work trips within 45 minutes of home • Distribution of work trip travel times		Auto 90% Transit 37% Auto 6% Improvement Transit 8% Improvement
Reliability	• Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	• Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement

Performance Indicator	Performance Measures	Definition	Performance Outcome
Cost Effectiveness	• Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	$3.08
Productivity	• Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided. • Roadway Capacity – vehicles per hour per lane by type of facility. • Transit Capacity – seating capacity utilized by mode	20% improvement at known bottlenecks N/A
Sustainability	• Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition Preservation measure is a sub-set of sustainability.	$20 per capita, primarily in preservation costs
Preservation	• Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
Environmental	• Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	• Expenditures by quintile and ethnicity • Benefit vs. burden by quintiles	Proportionate share of expenditures in the 2004 RTP by each quintile. Proportionate share of benefits to each quintile ethnicity Proportionate share of additional airport noise by ethnic group	No disproportionate impact to any group or quintile

- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.

- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.

- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.

5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

OPEN SPACE CHAPTER ANCILLARY GOALS

Outdoor Recreation

9.01 Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.

9.02 Increase the accessibility to open space lands for outdoor recreation.

9.03 Promote self-sustaining regional recreation resources and facilities.

Public Health and Safety

9.04 Maintain open space for adequate protection of lives and properties against natural and man-made hazards.

9.05 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.

9.06 Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.

Resource Production

9.07 Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.

Resource Protection

9.08 Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

GROWTH VISIONING

The fundamental goal of the Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and **sustain** for future generations the region's **mobility, livability** and **prosperity.** The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve **mobility** for all residents

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- Promote a variety of travel choices

Principle 2: Foster **livability** in all communities
- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments, which provide a mix of uses.
- Promote "people scaled," walkable communities.
- Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable **prosperity** for all people
- Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- Support educational opportunities that promote balanced growth.
- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement.

Principle 4: Promote **sustainability** for future generations
- Preserve rural, agricultural, recreational and environmentally sensitive areas.
- Focus development in urban centers and existing cities.
- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- Utilize "green" development techniques.

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency.***

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

SATICOY SANITARY DISTRICT
1001 PARTRIDGE DRIVE, SUITE 150
VENTURA, CALIFORNIA 93003-0704
805-658-4605

October 19, 2004

Lisa Porras, Community Development Department
City of San Buenaventura
501 Poli Street
Ventura, CA 93001

COMPREHSIVE PLAN UPDATE – RECYCLED WATER

The City of San Buenaventura (City) and the Saticoy Sanitary District (Saticoy) are cooperating in a water recycling effort. The long-range plan is for the City to send up to 700,000 gallons per day of its raw wastewater to the Jose Flores Wastewater Treatment Plant. Saticoy will remove the contaminants, including salt, and provide clean water for unrestricted irrigation uses, crops, parks, schools, etc.

The Comprehensive Plan could include a requirement to use recycled water wherever it is available.

If you have any questions, please call me at 647-6477 or Kelly Polk, District Manager, at 512-1363.

JAMES ACOSTA – CHAIRMAN

SATICOY SANITARY DISTRICT
1001 PARTRIDGE DRIVE, SUITE 150
VENTURA, CALIFORNIA 93003-0704
805-658-4605

October 19, 2004

Brian Brennan, Mayor
City of San Buenaventura
501 Poli Street
Ventura, CA 93001

COMPREHSIVE PLAN DISCONTIUITY

The City of San Buenaventura (City) is enforcing an industrial land use designation outside its boundaries where the County of Ventura has a residential designation. That is a small strip of land along the south side of Rosal Lane in old Saticoy. Please, acknowledge the County of Ventura's jurisdictional priority and remove blockage within your staff on residential development per the County Plan.

The Saticoy Sanitary District (Saticoy) is harmed by the City's actions. Saticoy relied on the County Plan when sizing the new treatment plant. It was only after Saticoy's new treatment plant was built that the conflicting land use plans were recognized.

The City and Saticoy are cooperating in a water recycling effort. The City's help in this area will further the City's interest in recycling water.

At the very least, consider this as a comment on your comprehensive plan update. If you have any questions, please call me at 647-6477 or Kelly Polk, District Manager, at 512-1363.

JAMES ACOSTA – CHAIRMAN

Cc: Everett Millias, LAFCO
Lisa Porras, Community Development Department

Ventura
Local Agency Formation Commission

October 25, 2004

Lisa Porras, Senior Planner
City of San Buenaventura
PO Box 99
Ventura, CA 93002

RECEIVED
OCT 2 8 2004
PLANNING DIV.

RE: NOTICE OF PREPARATION – COMPREHENSIVE PLAN UPDATE EIR

Dear Ms Porras:

Thank you for the opportunity to respond to the Notice of Preparation (NOP) for the program environmental impact report (EIR) for the proposed update of the City's Comprehensive Plan. To the extent the City will use this program EIR as a basis for initiating boundary changes, such as annexations, detachments or reorganizations, or requesting sphere of influence changes or out-of-agency service agreement approvals, the Ventura LAFCO will be a responsible agency under CEQA.

On behalf of the Ventura LAFCO comments about the scope and content of the EIR are:

1. As required by law, the Ventura LAFCO has adopted written policies. These policies are compiled in the Ventura LAFCO "Commissioner's Handbook." A complete version is posted as a PDF file on the Ventura LAFCO web site (see URL below). The EIR should consider all relevant LAFCO policies. Specifically, the EIR should address the consistency, or lack thereof, of each of the four growth scenarios (and any other growth scenario proposed as a result of responses to the NOP) with the following LAFCO policies:

   a. Consistency with ordinances requiring voter approval
   "For cities that have enacted ordinances that require voter approval for the extension of services or for changing general plan designations, LAFCO will not approve a proposal unless it is consistent with such ordinances and voter approval has first been granted, or unless exceptional circumstances are shown to exist."
   (Commissioner's Handbook Section 2.5.1.2)

   Except for the Infill/Reuse Only Scenario, the other three growth scenarios listed in the NOP involve properties covered by one or more City ordinances requiring voter approval for the extension of services or for changing existing general plan designations. To the extent the EIR may be used as a basis for future ballot measures by the City and/or private property owners to seek voter approved general plan and/or service extension changes, it should fully addresses the impacts of agricultural and/or open space land conversion and/or service extensions for each property now covered by the City's SOAR and Hillside Voter Protection Act ordinances, and, as may be appropriate, the County of Ventura's SOAR ordinance.

County Government Center • Hall of Administration • 800 S. Victoria Avenue • Ventura, CA 93009-1850
Tel (805) 654-2576 • Fax (805) 477-7101
http://www.ventura.lafco.ca.gov

b. Greenbelts
"The County of Ventura and various cities in the County have adopted Greenbelt Agreements for the purposes of preserving agriculture and/or open space, providing separation between cities, and/or limiting the extension of urban services. The Ventura LAFCO is not a direct party to these Greenbelt Agreements, but has endorsed them as statements of local policy. As such, LAFCO will not approve a proposal from a city that is in conflict with any Greenbelt Agreement unless exceptional circumstances are shown to exist. A Greenbelt Agreement shall be amended by all parties involved prior to any proposal which may be in conflict with the Agreement is considered by LAFCO." (Commissioner's Handbook Section 2.5.3; underlining emphasis added)

Note that any growth scenario that involves what the NOP calls the "Olivas Potential Expansion Area" affects the Ventura/Oxnard Greenbelt. The County of Ventura and the City of Oxnard have also adopted this Greenbelt. To the extent the EIR may be used as a basis for seeking to amend this Greenbelt, the County of Ventura and the City of Oxnard may also be responsible agencies.

c. Sphere of Influence consistent with voter approved growth boundaries
"For cities that have enacted ordinances that require voter approval for the extension of services or for changing general plan designations, sphere of influence boundaries should coincide with, or cover lesser area than, voter approved growth boundaries." (Commissioner's Handbook Section 4.1.2.3; underlining emphasis added)

LAFCO is now mandated to review and update, as necessary, the spheres of influence for each city and special district every five years. Based on the current schedule LAFCO will be updating the sphere of influence of the City of Ventura in late 2005, possibly in early 2006. The policy noted above will be the basis for this update. It is clear that the existing sphere of influence is not consistent with this policy in many areas, including the North Ventura Avenue area, the area covered by the Hillside Voter Protection Act, areas west of the Ventura River, the area south of the Ventura Auto Center, the Poinsettia Potential Expansion Area and the Serra potential Expansion Area listed in the NOP, the City owned property east of Petit Avenue between Telegraph and Foothill Roads, and areas northerly and easterly of the Southern California Edison property on Telegraph Road. To the extent that the EIR may be used as a basis for the City to request LAFCO to amend the City's sphere of influence to include any area outside voter approved growth boundaries, it should fully address the consistency with the above-noted LAFCO policy and impacts related to each issue area noted in the NOP, with special emphasis on agricultural resources, land use and planning, population/housing, public services, utilities/service systems and water.

Additionally, the Proposed Land Use Diagram attached to the NOP identifies a "Proposed Sphere of Influence Boundary." It is unclear which of the four growth scenarios this "Proposed Sphere of Influence Boundary" relates to or whether or not

it is intended to apply to all four growth scenarios or even the No Project scenario. This should be clarified. Specifically,

i. The EIR should address the impacts of different possible proposed sphere of influence boundaries based on each of the different growth scenarios based on their consistency with the above noted LAFCO policy.
ii. The EIR should address the policy basis, impacts and consistency with the above-noted LAFCO policy for any areas to be included in the City's proposed sphere of influence that are not being considered as potential expansion areas. These areas include portions of the North Ventura Avenue area, areas west of the Ventura River, areas in the flood plain southerly of the Ventura Auto Center, the City owned property east of Petit Avenue between Telegraph and Foothill Roads, and areas northerly and easterly of the Southern California Edison property on Telegraph Road.

d. Agriculture and Open Space Preservation

"Findings and criteria for prime agricultural and open space land conversion: LAFCO will approve sphere of influence amendments and updates which are likely to result in the conversion of prime agricultural or open space land use to other uses only if the Commission finds that the amendment or update will lead to planned, orderly, and efficient development. For the purposes of this policy, a sphere of influence amendment or update leads to planned, orderly, and efficient development only if all of the following criteria are met:

i. The territory is likely to be developed within 5 years and has been designated for non-agricultural or open space use by applicable general and specific plans.
ii. Insufficient non-prime agricultural or vacant land exists within the sphere of influence of the agency that is planned and developable for the same general type of use.
iii. The proposal will have no significant adverse effects on the physical and economic integrity of other prime agricultural or open space lands.
iv. The territory is not within an area subject to a Greenbelt Agreement adopted by a city and the County of Ventura. If a City proposal involves territory within an adopted Greenbelt area, LAFCO will not approve the proposal unless all parties to the Greenbelt Agreement amend the Greenbelt Agreement to exclude the affected territory.
v. The use or proposed use of the territory involved is consistent with local plan and policies." (Commissioner's Handbook Section 4.1.5.1)

"Findings that insufficient non-prime agricultural or vacant land exists: The Commission will not make affirmative findings that insufficient non-prime agricultural or vacant land exists within the sphere of influence of the agency unless the applicable jurisdiction has prepared a detailed alternative site analysis which at a minimum includes:

i. An evaluation of all vacant, non-prime agricultural lands within the sphere of influence and within the boundaries of the jurisdiction that could be developed for the same or similar uses.

ii. *An evaluation of the re-use and redevelopment potential of developed areas within the sphere of influence and within the boundaries of the jurisdiction for the same or similar uses.*
iii. *Determinations as to why non-prime agricultural and vacant lands and potential re-use and redevelopment sites are unavailable or undesirable for the same or similar uses, and why conversion of prime agricultural or open space lands are necessary for the planned, orderly, and efficient development of the jurisdiction."* (Commissioner's Handbook Section 4.1.5.2)

"Impacts on adjoining prime agricultural or open space lands: In making the determination whether conversion will adversely impact adjoining prime agricultural or open space lands, the Commission will consider the following factors:
i. *The prime agricultural and open space significance of the territory included in the sphere of influence amendment or update relative to other agricultural and open space lands in the region.*
ii. *The economic viability of the prime agricultural lands to be converted.*
iii. *The health and well being of any urban residents adjacent to the prime agricultural lands to be converted.*
iv. *Whether public facilities related to the proposal would be sized or situated so as to facilitate the conversion of prime agricultural or open space land outside of the agency's proposed sphere of influence, or will be extended through prime agricultural or open space lands outside the agency's proposed sphere of influence.*
v. *Whether natural or man-made barriers serve to buffer prime agricultural or open space lands outside of the agency's sphere of influence from the effects of the proposal.*
vi. *Applicable provisions of local general plans, applicable ordinances that require voter approval prior to the extension of urban services or changes to general plan designations, Greenbelt Agreements, applicable growth-management policies, and statutory provisions designed to protect agriculture or open space.*
vii. *Comments and recommendations by the Ventura County Agricultural Commissioner."* (Commissioner's Handbook Section 4.1.5.3)

e. Criteria for city sphere of influence amendments relating to schools
"City and School District Collaborative Planning: To ensure that the affected city and school district(s) have engaged in good faith, collaborative long range planning for school sites, LAFCO will consider the following criteria when reviewing proposals for city sphere of influence amendments:
i. *Whether a school site committee, made up of the affected city and school officials have been meeting to engage in discussions and long range planning and the meetings are ongoing.*
ii. *Whether the affected city has discussed all major development proposals with the school district.*
iii. *Whether the affected city has a policy of considering school capacity and location when reviewing major development proposals and long range plans.*

iv. *Whether an official inventory of all potential sites has been evaluated and has been subject to public review.*
v. *Whether the affected city general plan and specific plans include adequate and appropriate school locations.*
vi. *Whether school siting has been addressed in the last five years of development in the affected city.*
vii. *Whether the proposed sphere of influence change may be unnecessary if the affected city is considering expansions to the sphere of influence or city urban growth boundary."* (Commissioner's Handbook Section 4.1.6.1)

"Options Exhausted: To ensure that the affected school district(s) have exhausted options within the existing sphere of influence or city urban growth boundary, LAFCO will consider the following criteria when reviewing proposals for city sphere of influence amendments:

i. *Whether the affected school district(s) has a long-range facility plan.*
ii. *Whether the affected school district(s) has prepared an inventory and evaluation of all district-owned facilities.*
iii. *Whether the affected school district(s) has considered joint use facilities with other entities, cities, parks, and other public institutions.*
iv. *Whether the affected school district(s) has evaluated all undeveloped land within the affected city's sphere of influence or city urban growth boundary.*
v. *Whether the affected school district(s) has, after consideration of the safety and health of the children, considered asking for any appropriate exceptions from State of California school size guidelines.*
vi. *Whether the school district has considered and eliminated multi-story school buildings as an option."* (Commissioner's Handbook Section 4.1.6.2)

"Overall Planning Issues Addressed: To ensure that the affected city and school district(s) have addressed overall planning issues, LAFCO will consider the following criteria when reviewing proposals for city sphere of influence amendments:

i. *Whether there are unique safety and health concerns of the proposal.*
ii. *Whether the proposed new school site is considered growth inducing.*
iii. *Whether the proposal adversely affects agriculture and/or provides buffers between the school site and adjacent agriculture.*
iv. *Whether the proposed school site is the best site available when considering logical, orderly, and efficient city boundaries and adopted greenbelts.*
v. *Whether the affected city is willing to support expanding the urban growth boundary to accommodate the development site, including requesting a citizen's vote if necessary.*
vi. *Whether the affected school district(s), after an unsuccessful vote for approval, indicates that the school site must be sited outside the existing urban growth boundary."* (Commissioner's Handbook Section 4.1.6.3

2. Services outside boundaries and existing or proposed sphere of influence – The City provides some services outside its boundaries and outside the existing and proposed sphere of influence. With limited exceptions Government Code Section 56133 precludes any city or special district from providing new or extended services outside their

boundaries and spheres of influence. The program EIR should clearly identify the City's existing and proposed service areas for each City service, and analyze the impacts of providing any "out of boundary" services and the City's obligations for expanding these services. Of special interest to LAFCO is the provision of City water service outside the existing City boundary in the Saticoy community and to areas outside the existing and any proposed sphere of influence, especially east of Wells Road north of Telegraph Road and to the Saticoy Country Club. The program EIR should address the City's obligations, if any, to provide new connections in terms of capacity and consistency with Government Code Section 56133.

3. Services by other agencies within the existing and proposed sphere of influence – The Ojai Valley Sanitary District, and, to a limited extent, the Casitas Municipal Water District provide service to the North Ventura Avenue Area that is currently outside the City boundaries. The program EIR should address the overlap in boundaries and spheres of influence, and the service capacities for these Districts in this area. Included should an analysis of the service impacts of any agreements that may exist between the City and these Districts.

   The Montalvo Municipal Improvement District provides sanitary sewer collection and treatment services to areas within the City and areas outside the current City boundaries, but within the existing and proposed sphere of influence. The program EIR should address the boundary and sphere of influence overlaps, the service area and capacities of this District, and should analyze the service impacts of any agreements that may exist between the City and this District.

   The Saticoy Sanitary District provides sanitary sewer collection and treatment services to areas outside the current City boundaries, but within the existing and proposed sphere of influence. The program EIR should address the sphere of influence overlap and service area and capacities of this District, and should analyze the service impacts of any agreements that may exist between the City and this District.

Thank you again for the opportunity to review and comment on this NOP.

Sincerely,

Everett Millais
Executive Officer

cc: County of Ventura Planning Department
City of Oxnard Development Services Department
Ventura Unified School District
Ojai Valley Sanitary District
Casitas Municipal Water District
Montalvo Municipal Improvement District
Saticoy Sanitary District

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
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PHONE (213) 897-6536
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E-Mail:NersesYerjanian@dot.ca.gov

Flex your power!
Be energy efficient!

Ms. Lisa Porras
City of San Buenaventura
501 Poli St.
San Buenaventura, CA. 93001

IGR/CEQA# 041016/NY
NOP/Comprehensive Plan Update
SCH#2004101014
VEN/101,118,126,33

October 28, 2004

Dear Ms. Porras:

Thank you for including the California Department of Transportation in the review process for the proposed update of the City's Comprehensive Plan Update. The Plan includes updates to the Transportation, Land Use and Planning, Population/Housing Balance Elements. We have reviewed the information provided and offer the following comments.

This Department as the State agency responsible for planning, operations, and maintenance of State highways shares the same transportation goals with the City. We hope to continue to work together in improving mobility in the region.

Caltrans is particularly interested in the transportation planning roles of local jurisdictions and suggests that the following areas be emphasized.
· Coordination of planning efforts between local agencies and Caltrans district 7.
· Preservation of transportation corridors for future system improvements; and
· Development of coordinated transportation system management plans that achieve the maximum use of present and proposed infrastructure."

TRANSPORTATION/TRAFFIC ELEMENT

It is widely known that Southern California highways are heavily congested especially during morning and evening peak periods. We realize that to improve mobility there is a need for capacity enhancing project as well as other innovative alternatives.

New development will continue to increase use of local and regional roadways. We ask that the Transportation/Traffic element identify strategies the City will pursue to maintain good levels of service.

As in the past, we look forward to being a part of the environmental review process for projects that have the potential to significantly impact traffic conditions on State highways. To assist us in evaluating impacts to the State highway system, we ask that traffic studies be prepared and include analysis of the nearest State highway facilities.

For State thresholds and guidance on the preparation of acceptable traffic studies, please refer to the Statewide Guide for the preparation of Traffic Impact Studies at: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

If significant impacts are anticipated on the State highway system, the Department would work with the City and applicants to identify appropriate traffic mitigation measures.

We encourage the City to consider vehicular demand-reducing strategies. These include: incentives for commuters to use transit i.e. park-and-ride lots, discounts on monthly bus and rail passes, vanpools, etc. Other strategies may include transit- oriented development.

LAND-USE ELEMENT

As you are aware, there is a critical relationship between land use and transportation. The **quality of the State transportation system operation can affect the quality of the local circulation system operation.**

We ask that special attention be given to the jobs- and-housing balance concept. Communities with predominantly residential allocations should be encouraged to set aside areas for office, commercial/retail, and open space uses. Benefits of balanced communities include: reduction of long morning and evening commutes on State highways, shorter trips which in turn would reduce the consumption of fuel and air pollutants. It may also change direction of trips. Instead of most traffic traveling in one direction during peak periods, some trips may be diverted in the opposite direction.

BIOLOGICAL RESOURCES

We ask for consideration of natural corridors for dispersion of plant and animal wildlife on a regional basis. Of particular interest to Caltrans is some identification of and planning for locations where such corridors might run across or along transportation corridors

HOUSING ELEMENT

For large development projects, we ask that efforts be made to provide affordable housing for young workers and seniors to **ensure that substantial numbers of employees can afford to purchase homes and live in proposed projects.** We also ask that project proponents be encouraged to provide information on jobs along with housing development phases.

If you have any questions regarding our comments, you may contact the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA record number 041016NY. As the Comprehensive Plan Update program continues, we may offer additional comments. We look forward to discussing and/or meeting with you in the near future.

Sincerely,

For:

CHERYL J. POWELL
IGR/CEQA Program Manager
California Department of Transportation
District 07

Ventura County
Watershed Protection District

Jeff Pratt
District Director

Lawrence Jackson, Deputy
Water Quality/Environmental

Peter Sheydayi, Deputy
Design/Construction

Sergio Vargas, Deputy
Planning/Regulatory

Tom Lagier, Manager
Operations/Maintenance

October 28, 2004

City of San Buenaventura
Planning Division
Attn : Ms Lisa Porras, Senior Planner
501 Poli Street, P.O. Box 99
Ventura, California 93002-0099

SUBJECT: RMA 04-086, Notice of Preparation of Draft Environmental Impact Report
Update of 1989 Comprehensive Plan

Dear Ms Porras :

The subject document has been reviewed with respect to issues under the purview of the Ventura County Watershed Protection District (District). Development generally causes an increase in the rate and volume of stormwater flow in downstream facilities. The EIR needs to discuss stormwater management in such a manner as to prevent potentially significant environmental impacts which might arise downstream of any future development.
The EIR should explore the impacts future development will have on surface water quality and quantity both during the construction phase and throughout the life of developed projects. Specific surface water quality issues that need to be addressed in the EIR include the following :

1. Coverage of all future development projects under the National Pollution Discharge Elimination System (NPDES) State General Construction Permit and the requirement for a Stormwater Pollution Control Plan, or equivalent document, covering water quality protection during the construction phase of future projects.

2. Future project designs need to incorporate applicable Best Management Practices (BMPs) that intercept stormwater and effectively prohibit pollutants from discharging to the storm drain system. Permanent BMPs, including those developed by the Ventura Countywide Stormwater Quality Management Program, should be evaluated for appropriateness on all future projects.

Any future development projects that include existing or proposed direct drain connections to District jurisdictional facilities or encroach into District rights-of-way will be subject to District review and permitting. District jurisdictional areas within the City and the SOI should be mapped and the maps should be included in the EIR and labeled as Protective Overlay Zones.

If you have questions regarding this review, please call the undersigned at 654-2906.

Very truly yours,

Kevin Keivanfar, P.E.
Manager, Permit Section
Watershed Protection District

TT/tt

c: Carl Morehouse, RMA Planning, County of Ventura

LOG NO. 20041007-004

RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division
Christopher Stephens
Director

November 3, 2004

Post-it® Fax Note 7671	Date	# of pages ▶ 8
To L. Porras	From C. Morehouse	
Co./Dept.	Co.	
Phone #	Phone #	
Fax # 653-0763	Fax #	

Lisa Porras
Community Development Department
Advance Planning Section
City Hall
501 Poli Street
P. O. Box 99
Ventura, CA 93002-0099

FAX #: (805) 653-0763

Subject: Update of 1989 Comprehensive Plan, NOP

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document.

Your proposed responses to these comments should be sent directly to the commentator, with a copy to Carl Morehouse, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Carl Morehouse at (805) 654-2476.

Sincerely,

Christopher Stephens
County Planning Director

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Attachment

County RMA Reference Number 04-086

COUNTY OF VENTURA

RESOURCE MANAGEMENT AGENCY
PLANNING DIVISION

M E M O R A N D U M

DATE: November 3, 2004

TO: Carl Morehouse

BS

FROM: Bruce Smith, Manager, General Plan Section

SUBJECT: Notice of Preparation for Update of City of San Buenaventura Comprehensive Plan

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The City of Ventura is involved in an update to its Comprehensive Plan. We suggest that the EIR for this project include a jobs/housing analysis that would determine whether or not the new employment created would be appropriately balanced with new housing at commensurately affordable rates. An appropriate jobs/housing balance will result in positive benefits with respect to transportation and air quality impacts of the Comprehensive Plan, whereas an imbalance between jobs and housing would result in significant environmental impacts (increases vehicle miles traveled, increased air pollution, waste of energy resources, etc.).

Secondly, we have recently become aware of an inconsistency between the County's Saticoy Area Plan and the City's plan for this area. For many years, the County has planned an approximately 5-acre area south of Rosal Lane (APNs 90-142-11 and 90-043-13) as "Residential Two Family" and zoned the site as "R-2" (Two-Family Residential). The City plan designates this property as "Industrial". The property is not contiguous with the City and therefore cannot be annexed at this time. The City provides water service and apparently cannot or will not provide water service for residential development. The County is reluctant to re-designate the site to industrial because of an existing jobs/housing imbalance in the area and because of the County's need for additional affordable housing sites (Housing Element requirement). In addition, existing industrial development south of the site was conditioned to provide a buffer in anticipation of future residential development to the north. Thus we request that as part of your Comprehensive Plan Update project, the City re-evaluate the residential/industrial boundary in this area to be consistent with the County's Saticoy Area Plan.

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division NOV 2'04 PM 1:46

MEMORANDUM

DATE: November 1, 2004

TO: Resource Management Agency, Planning Division
Attention: Carl Morehouse

FROM: Nazir Lalani, Deputy Director NL

SUBJECT: Review of Document 04-086, Notice of Preparation of an EIR
Update of the 1989 Comprehensive Plan for the City of Ventura
Project involves updating the 1989 plan through the year 2025 with the current goals, policies and objectives that reflect the current needs and preferences of the community. The plan will also consider inclusion of certain areas outside the current Sphere of Influence for development.
Project Applicant: City of San Buenaventura
Lead Agency: **City of San Buenaventura**

The Transportation Department has reviewed the notice of preparation for a Draft Environmental Impact Report to update the City of Ventura Comprehensive Plan which serves as a blue print for development in the City. The EIR should address the following comments:

1. In accordance with the Ventura LAFCO Commissioner's Handbook, section 3.2.1, cities shall annex entire roadway sections adjacent to territory proposed to be annexed and shall include complete intersections. The EIR should require conditions for annexing county roadway section adjacent to the development, when the proposed expansion areas are developed.

2. The updated year 2025 comprehensive plan for the City should incorporate the island areas of the unincorporated area of the County within the City.

3. The cumulative impacts of the development of this project when considered with the cumulative impact of all other approved (or anticipated) development projects in the County will be potentially significant. To address the cumulative adverse impacts of traffic on the County Regional Road Network, the appropriate Traffic Impact Mitigation fees should be paid to the County when development occurs. With payment of the Traffic Impact Mitigation Fees, the Level of Service and safety of the existing roads would remain consistent with the County's General Plan.

4. Please provide us a copy of the draft EIR for review, when it becomes available.

Our review of this project is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 if you have questions.

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OCT 2 1 2004

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Carl Morehouse, Planning DATE: October 19, 2004

FROM: Andy Brown AB

SUBJECT: Review of a Notice of Preparation (NOP) for a proposed Draft Environmental Impact Report (EIR) for an update of the 1989 City of Ventura Comprehensive Plan (Reference No. 04-086)

Project Description

District staff has reviewed the subject project NOP of a Draft EIR for the proposed update to the City of Ventura's Comprehensive Plan. The proposed project involves the update of the 1989 Comprehensive Plan, which serves as the blueprint for the development of the City. Each of the Comprehensive Plan elements other than the Housing Element (an update of which was approved earlier this year) will be updated with goals, policies, and objectives that reflect the current needs and preferences of the community. The land use map will also be updated.

The City intends to emphasize infill development and reuse of developed lands within he current Sphere of Influence over the life of the Comprehensive Plan Update (through 2025), and has identified a number of growth districts and corridors where infill/reuse is to be focused. However, as part of the Comprehensive Plan update, the City is also considering inclusion of certain areas outside the current Sphere of Influence for future development.

Ventura County Air Quality Assessment Guidelines (2003 Guidelines)

APCD staff recommends that the air quality section of the Draft EIR be prepared in accordance with the *Ventura County Air Quality Assessment Guidelines* (2003 Guidelines). Please note that the 2003 Guidelines is the current advisory document for preparing air quality evaluations of environmental documents.

The air quality assessment should consider Reactive Organic Gases (ROG) and Nitrous Oxides (NO_X) emissions from all project-related motor vehicle trips. Additionally, the air quality assessment should consider potential impacts from fugitive dust, including PM_{10} that will be generated by construction activities. A copy of the 2003 Guidelines can be accessed from the downloadable materials section of the APCD website at www.vcapcd.org.

Local Air Quality Impacts

APCD recommends that the Draft EIR discuss potential local air quality impacts, and provide appropriate mitigation measures, if any are projected to be significant.

AQMP Consistency

The Draft EIR should address the project's consistency with the Ventura County Air Quality Management Plan (AQMP). A project that is determined to be inconsistent with the AQMP is also determined to have a significant cumulative adverse air quality impact. Chapter 4 – Air Quality Management Plan Consistency, of the District's 2003 Guidelines, provides guidance on determining a project's AQMP consistency.

Mitigation Measures

If the project is determined to have a significant impact on regional and/or local air quality, the Draft EIR should include all feasible mitigation measures, including project design features. Chapter 7 of the District's 2003 Guidelines discusses a number of mitigation measures that may be appropriate for this project. In addition, the District encourages other mitigation measures not currently included in the 2003 Guidelines be considered.

The Draft EIR should explicitly state that air quality mitigation measures would be implemented unless a feasibility analysis shows them to be infeasible or other, more effective, air quality mitigation measures become available and are applied to the project. All of the mitigation measures and project design elements that are incorporated into the project should be considered when evaluating and presenting the air quality impacts of the project in the Draft EIR. Mitigation of the project's impacts shall apply to all portions of the project.

If you have any questions, contact me by telephone at (805) 645-1439 or by email at andy@vcapcd.org.

Office Of
AGRICULTURAL COMMISSIONER

P.O. Box 889, Santa Paula, CA 93061
815 East Santa Barbara Street
Telephone: (805) 933-3165
(805) 647-5931
FAX: (805) 525-8922

Agricultural Commissioner
W. Earl McPhail

Chief Deputy
David B. Buettner

OCT 8 2004

Memo

To: Carl Morehouse, Resource Management Agency

From: Susan Johnson, Deputy Agricultural Commissioner

CC: Julie Bulla

Date: October 7, 2004

Re: Update of 1989 Comprehensive Plan RMA Reference Number 04-086

The Agricultural Commissioner has commented extensively to the county and to the City of Ventura regarding what we consider essential elements in the Comprehensive Plan Update of the City of Ventura. We will consider the Environmental Impact Report when and if it is developed to comment on certain aspects of the project. Just as a reminder the Agricultural Commissioner's primary concern continues to be the effect that any proposed development would have on the continued viability of surrounding agricultural parcels. Development proposed in the General Plan Update should adequately buffer existing agricultural operations from incompatible uses and no development should create further conflicts at the agricultural urban interface. We would support aspects of the project that propose expansion into areas where that expansion would mitigate existing areas of conflict and or would remove parcels from production that are no longer viable due to encroaching non-compatible uses.

Ventura County
Watershed Protection District

RONALD C. COONS
Agency Director

Jeff Pratt
District Director

Lawrence Jackson, Deputy
Water Quality/Environmental

Peter Sheydayi, Deputy
Design/Construction

Sergio Vargas, Deputy
Planning/Regulatory

Tom Lagler, Manager
Operations/Maintenance

October 28, 2004

City of San Buenaventura
Planning Division
Attn : Ms Lisa Porras, Senior Planner
501 Poli Street, P.O. Box 99
Ventura, California 93002-0099

SUBJECT: RMA 04-086, Notice of Preparation of Draft Environmental Impact Report
Update of 1989 Comprehensive Plan

Dear Ms Porras :

The subject document has been reviewed with respect to issues under the purview of the Ventura County Watershed Protection District (District). Development generally causes an increase in the rate and volume of stormwater flow in downstream facilities. The EIR needs to discuss stormwater management in such a manner as to prevent potentially significant environmental impacts which might arise downstream of any future development.
The EIR should explore the impacts future development will have on surface water quality and quantity both during the construction phase and throughout the life of developed projects. Specific surface water quality issues that need to be addressed in the EIR include the following :

1. Coverage of all future development projects under the National Pollution Discharge Elimination System (NPDES) State General Construction Permit and the requirement for a Stormwater Pollution Control Plan, or equivalent document, covering water quality protection during the construction phase of future projects.

2. Future project designs need to incorporate applicable Best Management Practices (BMPs) that intercept stormwater and effectively prohibit pollutants from discharging to the storm drain system. Permanent BMPs, including those developed by the Ventura Countywide Stormwater Quality Management Program, should be evaluated for appropriateness on all future projects.

Any future development projects that include existing or proposed direct drain connections to District jurisdictional facilities or encroach into District rights-of-way will be subject to District review and permitting. District jurisdictional areas within the City and the SOI should be mapped and the maps should be included in the EIR and labeled as Protective Overlay Zones.

If you have questions regarding this review, please call the undersigned at 654-2906.

Very truly yours,

Kevin Keivanfar, P.E.
Manager, Permit Section
Watershed Protection District

TT/tt

c: Carl Morehouse, RMA Planning, County of Ventura

LOG NO. 20041007-004

STATE OF CALIFORNIA — Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

December 29, 2004

RECEIVED
JAN 03 2005
PLANNING DIV.

Lisa Porras
City of Ventura
501 Poli Street
San Buenaventura, Ca 93001

RE: City of Ventura Comprehensive Plan Update

Dear Ms. Porras:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above referenced project. To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check.
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Rob Wood
Environmental Specialist III
(916) 653-4040

CC: State Clearinghouse

Native American Contacts
Ventura County
December 27, 2004

Chief Joseph Ballesteros
5811 Lone Pine Place
Paso Robles , CA 93446
(805) 238-2784
Chumash
Salinan

Julie Lynn Tumamait
365 North Pole Ave
Ojai , CA 93023
jtumamait@hotmail.com
(805) 646-6214
Chumash

Charles Cooke
32835 Santiago Road
Acton , CA 93510
(661) 269-1244
Chumash
Fernandeno
Tataviam
Kitanemuk

Patrick Tumamait
992 El Camino Corto
Ojai , CA 93023
yanahea2@aol.com
(805) 640-0481
(805) 216-1253 Cell
Chumash

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand , CA 91362
805 492-7255
Chumash
Tataviam
Fernandeño

San Luis Obispo County Chumash Council
Chief Mark Steven Vigil
1030 Ritchie Road
Grover Beach , CA 93433
chiefmvigil@fix.net
(805) 481-2461
(805) 474-4729 - Fax
Chumash

Owl Clan
Dr. Kote & Lin A-Lul'Koy Lotah
48825 Sapaque Road
Bradley , CA 93426
(805) 472-9536
Chumash

Owl Clan
Qun-tan Shup
48825 Sapaque Road
Bradley , CA 93426
(805) 472-9536
Chumash

Santa Ynez Band of Mission Indians
Vincent Armenta, Chairperson
P.O. Box 517
Santa Ynez , CA 93460
varmenta@santaynezchumash
(805) 688-7997
(805) 686-9578 Fax
Chumash

Stephen William Miller
189 Cartagena
Camarillo , CA 93010
(805) 484-2439
Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment forthe proposed SCH# 2004101014 - City of Ventura Comprehenelve Update.

Native American Contacts
Ventura County
December 27, 2004

Santa Ynez Tribal Elders Council
Adelina Alva-Padilla, Chair Woman
P.O. Box 365
Santa Ynez , CA 93460
elders@santaynezchumash.
(805) 688-8446
(805) 693-1768 FAX
Chumash

Santa Ynez Band of Mission Indians
Laura Ray, Tribal Administrator
P.O. Box 517
Santa Ynez , CA 93460
lray@santaynezchumash.net
(805) 688-7997
(805) 686-9578 Fax
Chumash

Carol A. Pulido
15011 Lockwood Valley Rd.
Frazier Park , CA 93225
(661) 245-3081
Chumash

Randy Guzman - Folkes
3044 East Street
Simi Valley , CA 93065-3929
traditional75@hotmail.com
(805) 579-9206
(805) 797-5605 (cell)
Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Charles S. Parra
P.O. Box 6612
Oxnard 93031
, CA
(805) 340-3134 (Cell)
(805) 488-0481 (Home)
Chumash

Richard Angulo
1222 Potter Avenue
Thousand Oaks 91360
, CA
(805) 493-2863 (Work)
(805) 493-2163 Fax
Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment forthe proposed SCH# 2004101014 - City of Ventura Comprehensive Update.

RINCON COPY

Office of
AGRICULTURAL COMMISSIONER
P.O. Box 889, Santa Paula, CA 93061
815 East Santa Barbara Street
Telephone: (805) 933-3165
(805) 647-5931
FAX: (805) 525-8922

Agricultural Commissioner
W. Earl McPhail

Chief Deputy
David Buettner

Lisa Porras
City of San Buenaventura
Community Development Department
501 Poli Street
Ventura, CA 93001

RE: Update of 1988 Comprehensive Plan Revised Notice of Preparation: RMA #04-086-1

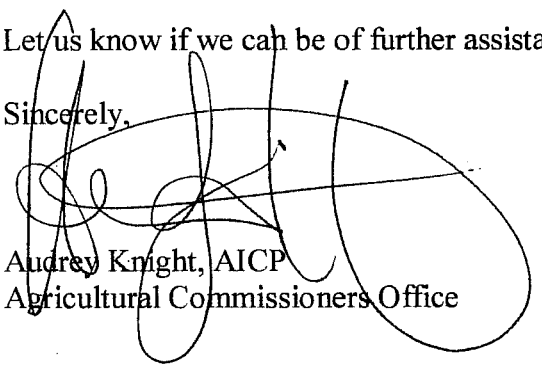
In reviewing the alternative potential expansion areas under consideration we have the following observations:

1. The city's current Sphere of Influence encompasses expansion areas identified as Poinsettia, Serra, and North Avenue, a total of 937 acres, currently also covered under SOAR. These agricultural properties are surrounded by residential, school and outdoor recreation uses that have given rise to complaints about farming activity . It may be appropriate for the SOAR effecting these properties to be lifted, creating a more natural progression of development for the city and enabling the compromised farming activities to be turned to more compatible land uses within the existing urban area.
2. Expansion of the SOI to 2025 beyond the above listed areas, into a large expanse of Prime Agriculture soils, specifically the area identified as Olivas (930 acres), is not in keeping with the city's stated infill and redevelopment policies for the central core, downtown, and Ventura Avenue. Nor would it be in keeping with the adopted Greenbelt (which the City of Oxnard intends to preserve), or the County policies for the preservation of agriculture. The removal of 930 acres of prime farmland does not appear to be justified and is in conflict with city, county, Coastal Commission and state adopted policies.
3. Alternative #3 appears to be most in keeping with all stated policies and goals of both the city and the County of Ventura. This scenario requires minimum expansion of the SOI, limited removal of prime agricultural soils and land protected under SOAR, and provides direction for growth to 2025.
4. The Agricultural Commissioners Office also supports alternatives #4 and/or #6. While removing active farm activity, as noted above, continuing to farm inside the existing urbanized area has become increasingly difficult, and in the long run, these areas provide the most logical loss of prime soils to urban development.

The Agricultural Policy Advisory Committee and the County Agricultural Commissioners Office have kept the position that normal farming activity is not compatible with residential, school and outdoor recreational uses if adequate buffers are not in place. The city needs to consider if it has a long-term desire to surround active farmland, and if so, the entirety of that land should remain intact, and not developed on a piecemeal basis. Additionally, adjacent property owners need to be informed about the "right-to-farm" ordinance and adequate distance and vegetative buffers need to be secured and maintained by neighboring urban uses.

Let us know if we can be of further assistance as you evaluate these alternatives.

Sincerely,



Audrey Knight, AICP
Agricultural Commissioners Office

Rincon: 641-1072 FAX

RESOURCE MANAGEMENT AGENCY
county of ventura

Planning Division
Christopher Stephens
Director

January 19, 2005

Post-it® Fax Note 7671	Date 1-20-05	# of pages ▶ 3
To L. Porras	From C. Morehouse	
Co./Dept.	Co.	
Phone #	Phone #	
Fax #	Fax #	

Lisa Porras, Senior Planner
Community Development Department
City of San Buenaventura
501 Poli Street, P.O. Box 99
Ventura, CA 93002-0099

FAX #: (805) 653-0763

SUBJECT: Revised Notice of Preparation of Draft EIR for Comp. Plan Update

Thank you for the opportunity to review and comment on the above subject document. Attached are the comments that we have received resulting from an intra-county review of the projects.

Any responses to these comments should be sent directly to the commenter, with a copy to Carl Morehouse, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Carl Morehouse at (805) 654-2476.

Sincerely,

Christopher Stephens
County Planning Director

Attachment

County RMA Reference Number 04-086-1

DEC 3 0 2004

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Carl Morehouse, Planning DATE: December 28, 2004

FROM: Andy Brown AB

SUBJECT: Review of a Revised Notice of Preparation (NOP) for a proposed Draft Environmental Impact Report (EIR) for an update of the 1989 City of Ventura Comprehensive Plan (Reference No. 04-086-1)

Revised Project Description

The City issued a NOP in September 2004. The original NOP described five alternative land use strategies that were to be considered in the EIR. However, since then the way the alternatives are organized has changed, and the number of alternative land use strategies to be studied has increased from five to six.

The proposed project involves the update of the 1989 Comprehensive Plan, which serves as the blueprint for the development of the City. Each of the Comprehensive Plan elements other than the Housing Element (an update of which was approved earlier this year) will be updated with goals, policies, and objectives that reflect the current needs and preferences of the community. The land use map will also be updated.

The City intends to emphasize infill development and reuse of developed lands within he current Sphere of Influence over the life of the Comprehensive Plan Update (through 2025), and has identified a number of growth districts and corridors where infill/reuse is to be focused. However, as part of the Comprehensive Plan update, the City is also considering inclusion of certain areas outside the current Sphere of Influence for future development.

Ventura County Air Quality Assessment Guidelines (2003 Guidelines)

APCD staff recommends that the air quality section of the Draft EIR be prepared in accordance with the *Ventura County Air Quality Assessment Guidelines* (2003 Guidelines). Please note that the 2003 Guidelines is the current advisory document for preparing air quality evaluations of environmental documents.

The air quality assessment should consider Reactive Organic Gases (ROG) and Nitrous Oxides (NO_X) emissions from all project-related motor vehicle trips. Additionally, the air quality assessment should consider potential impacts from fugitive dust, including PM_{10} that

will be generated by construction activities. A copy of the 2003 Guidelines can be accessed from the downloadable materials section of the APCD website at www.vcapcd.org.

Local Air Quality Impacts

APCD recommends that the Draft EIR discuss potential local air quality impacts, and provide appropriate mitigation measures, if any are projected to be significant.

AQMP Consistency

The Draft EIR should address the project's consistency with the Ventura County Air Quality Management Plan (AQMP). A project that is determined to be inconsistent with the AQMP is also determined to have a significant cumulative adverse air quality impact. Chapter 4 – Air Quality Management Plan Consistency, of the District's 2003 Guidelines, provides guidance on determining a project's AQMP consistency.

Mitigation Measures

If the project is determined to have a significant impact on regional and/or local air quality, the Draft EIR should include all feasible mitigation measures, including project design features. Chapter 7 of the District's 2003 Guidelines discusses a number of mitigation measures that may be appropriate for this project. In addition, the District encourages other mitigation measures not currently included in the 2003 Guidelines be considered.

The Draft EIR should explicitly state that air quality mitigation measures would be implemented unless a feasibility analysis shows them to be infeasible or other, more effective, air quality mitigation measures become available and are applied to the project. All of the mitigation measures and project design elements that are incorporated into the project should be considered when evaluating and presenting the air quality impacts of the project in the Draft EIR. Mitigation of the project's impacts shall apply to all portions of the project.

If you have any questions, contact me by telephone at (805) 645-1439 or by email at andy@vcapcd.org.

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM

DATE: January 20, 2005

TO: Resource Management Agency, Planning Division
Attention: Carl Morehouse

FROM: Nazir Lalani, Deputy Director

SUBJECT: Review of Document 04-086-1, **Revised** Notice of Preparation of an EIR
Update of the 1988 Comprehensive Plan for the City of Ventura
Project involves updating the 1988 plan through the year 2025 with the current goals, policies and objectives that reflect the current needs and preferences of the community. The plan will also consider inclusion of certain areas outside the current Sphere of Influence for development.
Project Applicant/ Lead Agency: City of San Buenaventura

The Transportation Department has reviewed the revised notice of preparation for a Draft Environmental Impact Report to update the City of Ventura Comprehensive Plan which serves as a blue print for development in the City. Our comments are the same as in our memo dated November 1, 2004 and are as follows:

The EIR should address the following comments:

1. In accordance with the Ventura LAFCO Commissioner's Handbook, section 3.2.1, cities shall annex entire roadway sections adjacent to territory proposed to be annexed and shall include complete intersections. The EIR should require conditions for annexing county roadway section adjacent to the development, when the proposed expansion areas are developed.

2. The updated year 2025 comprehensive plan for the City should incorporate the island areas of the unincorporated area of the County within the City.

3. The cumulative impacts of the development of this project when considered with the cumulative impact of all other approved (or anticipated) development projects in the County will be potentially significant. To address the cumulative adverse impacts of traffic on the County Regional Road Network, the appropriate Traffic Impact Mitigation fees should be paid to the County when development occurs. With payment of the Traffic Impact Mitigation Fees, the Level of Service and safety of the existing roads would remain consistent with the County's General Plan.

4. Please provide us a copy of the draft EIR for review, when it becomes available.

Our review of this project is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 if you have questions.
F:\transpor\LanDev\Non_County\04-0086 VEN-1.doc:sa

State of California—Health and Human Services Agency
Department of Health Services

California Department of Health Services

SANDRA SHEWRY
Director

ARNOLD SCHWARZENEGGER
Governor

January 20, 2005

Lisa Porras
City of San Buenaventura
501 Poli Street
San Buenaventura, CA 93001

RE: City of Ventura Comprehensive Plan Update: SCH 2004101014

The California Department of Health Services (CDHS) Environmental Review Unit is in receipt of the Notice of Preparation for the above project. As a "responsible agency" under the California Environmental Quality Act (CEQA), we appreciate the opportunity to comment.

If the City finds it necessary to develop new water supply wells and/or make modifications to an existing domestic water system to serve the proposed developments, an application to amend the existing water system permit must be submitted to the CDHS Santa Barbara District Office.

These future developments and future infrastructure improvements may be subject to further environmental review pursuant to the requirements of CEQA as a result of this separate permitting process.

If you have any questions, please contact the Field Office at (805) 566-1326. We look forward to working with you in the future.

Sincerely,

Veronica L. Ramirez
California Department of Health Services
Environmental Review Unit

Cc:
CDHS Santa Barbara District Office
State Clearinghouse

Ventura
Local Agency Formation Commission

RECEIVED
JAN 25 2005
PLANNING DIV.

January 20, 2005

Lisa Porras, Senior Planner
City of San Buenaventura
PO Box 99
Ventura, CA 93002

RE: REVISED NOTICE OF PREPARATION – COMPREHENSIVE PLAN UPDATE EIR

Dear ~~Ms~~ Lisa Porras:

Earlier today we discussed the Revised Notice of Preparation (NOP) for the program environmental impact report (EIR) for the City's Comprehensive Plan update. Specifically, I inquired about the "Intensification/Reuse Only Scenario" listed in the revised NOP and the reference in the description to the *current* Sphere of Influence. You indicated that you thought it meant the *proposed* Sphere of Influence and would verify this with the City's EIR consultants. A short while later you called me back and left a message indicating that in fact the Intensification/Reuse Only Scenario in the Revised NOP applies to the *proposed* Sphere of Influence.

When we spoke about the Intensification/Reuse Only Scenario I did not intend to comment further about the NOP as at that time I thought that my October 25, 2004 comment letter would be sufficient. However, after reviewing the revised NOP in more detail, please consider the following additional comments in preparing the EIR:

1. The description of the Intensification/Reuse Only Scenario should be entirely revised for clarity. There is a substantial difference between the City's *current* sphere of influence and the *proposed* Sphere of Influence shown on the Proposed Land Use Diagram that accompanied both the original and revised NOPs. The City's *current* Sphere of Influence includes a large portion of the hillsides covered by the Hillside Voter Protection Act (HVPA), but does not include the "Olivas Potential Expansion Area." This difference is several thousand acres in area.

   If the Intensification/Reuse Only Scenario description is simply modified to substitute the word "proposed" for the word "current" when referring to the Sphere of Influence, I believe this will still be confusing. The description would then state that future development will be limited to areas within the *proposed* Sphere of Influence and that none of the possible expansion areas would be considered. This leaves the reader to figure out that this scenario does not include the North Avenue Potential Expansion Area, the Olivas Potential Expansion Area, the Poinsettia Potential Expansion Area, and/or the Serra Potential Expansion Area, and having to note that the Western Cañada Larga Potential Expansion Area is not in the *proposed* Sphere of Influence. Even though not mentioned, there are a number of properties covered by the City's SOAR Ordinance that are within the *proposed* Sphere of Influence that cannot readily be developed. The

description should be re-written so it is clear where future development will occur under this scenario and if areas covered by the City's SOAR Ordinance are included.

2. The first page of the revised NOP indicates the City is, "...considering inclusion of certain areas *outside* the *current* Sphere of Influence for future development." (emphasis added). This statement is followed by a list of five areas. It should be clearly noted that of these five areas, three – North Avenue, Serra and Poinsettia - are entirely *within* the *current* Sphere of Influence. Thus, the revised NOP is repeating an error from the original NOP. This error should not be repeated in the EIR. The EIR needs to clearly identify what is in the City's *current* Sphere of Influence and what is to be in the City's *proposed* Sphere of Influence.

3. The Western Cañada Larga Potential Expansion Area is outside both the current and the proposed Sphere of Influence. Scenario no. 3 in the revised NOP, the Intensification/Reuse + North Avenue + Western Cañada Larga Scenario – should discuss the effects and impacts, especially the service impacts, of having this area remain outside the City's Sphere of Influence. Note that with very limited exceptions the City cannot provide services to any area outside its Sphere of Influence unless it is already doing so.

4. Spheres of Influence are set by LAFCO, not the City. Amending or updating Spheres of Influence are projects under CEQA. If the City wants LAFCO, as a responsible agency, to utilize the Comprehensive Plan Update EIR to amend or update the City's current Sphere of Influence, or to use this EIR in the future for any City boundary change proposals, it is critical that the *proposed* Sphere of Influence be discussed in the context of the *current* Sphere of Influence and in the context of each scenario, including the no project scenario. In other words, what is the difference between the *current* Sphere of Influence and the *proposed* Sphere of Influence for each scenario, how is each consistent with the LAFCO policies identified in my October 25, 2004 comment letter, and what are the impacts associated with the Sphere of Influence changes proposed for each scenario?

5. None of the scenarios in the revised NOP include the Poinsettia Potential Expansion Area. Thus, based on the revised NOP the EIR will apparently not discuss any development or service extension impacts that may be associated with the Poinsettia area. This area is, however, apparently proposed to remain within the City's Sphere of Influence. Given this fact, the EIR should contain another scenario to provide for a discussion of the impacts of having the Poinsettia area, and any similar non-expansion or non-growth areas, remain in the City's Sphere of Influence contrary to the LAFCO policies noted in my October 25, 2005 comment letter.

   While it may not be possible as a matter of policy at this time, it would be preferable and easier in terms of the necessary CEQA analyses to revise the basic project description to have the proposed Sphere of Influence coincide with the boundaries of each scenario to be reviewed. Based on both the original and revised NOP, however, there is apparently only one proposed Sphere of Influence to be analyzed and it is independent of any of the scenarios. If this remains to be true, the EIR will need to discuss the related

impacts not just for the Poinsettia area, but also for any other area proposed to remain in the Sphere of Influence but where no growth is to occur or City services provided.

6. For overall clarity and analysis there should be a separate map or maps prepared for each scenario reviewed. Each such map or maps should clearly indicate the City's existing boundary, the current Sphere of Influence and the proposed Sphere of Influence.

Please accept these additional comments as being meant to assist in the preparation of an accurate, complete, clearly understandable and useable EIR.

Sincerely,

Everett Millais
Executive Officer

cc: County of Ventura Planning Department

28 January 2005

City of Ventura
Lisa Porras, Senior Planner
501 Poli Street
Ventura, CA. 93001

Re: EIR Scoping Meeting held on January 12, 2005

Dear Lisa,
Please find below a few comments from Ventura Citizens for Hillside Preservation on the scope of the EIR for the updated Comp Plan.

Given that the meeting was not noticed like the prior Comp Plan meetings would you mind if we submit further comments next week if we have any? Not everyone in our group has PowerPoint so very few of our directors could open the attachment I forwarded from you. I do not know if we will have further comments, but would like to know that you will accept them if we do.

1. We need to be noticed about any future meetings on the EIR or other topics related to the Comp Plan update.
2. The Intensification/Reuse scenario including Canada Larga should be removed from consideration since the area lies in a flood plain. Recent flooding in that area indicates that other scenarios would be more preferable for any required expansion.
3. Where is the Hillside Management Plan discussed? Will its implementation be the same? Will it be incorporated into the Comp Plan in this update?
4. What are the environmental impacts of compressing the old land-use categories (24+) down to the handful recommended by staff? What are the impacts on future development?
5. The EIR must examine <u>any</u> changes to the Comp Plan that will affect development in any hillside areas.

This is direct input from our meeting last evening. I hope to have a few more comments from everyone next week now that they've had a chance to review the PowerPoint presentation at our meeting. If I receive further comments I will pass them on to you. Please let me know if you will still be accepting comments through the first week of February.

Thank you.

Regards,
Kathy Bremer
VENTURA CITIZENS FOR HILLSIDE PRESERVATION

Appendix B

2005 General Plan Actions

KEY TO ABBREVIATIONS	
AS = Administrative Services Department AS [P] = Purchasing CA = City Attorney CD = Community Development Department CD [A] = Administration CD [CP] = Current Planning CD [LRP] = Long Range Planning CD [ED] = Economic Development CD [LD] = Land Development CD [RDA] = Redevelopment Agency CC = City Council CM = City Manager's Department CM [CE] = Civic Engagement CS = Community Services Department CS [CR] = Community Recreation	CS [CA] = Cultural Affairs CS [GS/AS] = Golf Services/Adult Sports CS [SS] = Social Services FD = Fire Department FD [IS] = Inspection Services HR = Human Resources Department PD = Police Department PW = Public Works Department PW [E] = Engineering PW [P] = Parks PW [MS] = Maintenance Services PW [U] = Utilities Short-term = 0-5 years Mid-term = 5-10 years Long-term = 10-20 years Ongoing = May require short-, mid-, and long-term action

= Action included in the Land Use Plan of the City's Local Coastal Program

Number	Action	Lead Entity	Timeframe
1. OUR NATURAL COMMUNITY			
1.1	Adhere to the policies and directives of the California Coastal Act in reviewing and permitting any proposed development in the Coastal Zone.	CD [CP]	Ongoing
1.2	Prohibit non-coastal-dependent energy facilities within the Coastal Zone, and require any coastal-dependent facilities including pipelines and public utility structures to avoid coastal resources (including recreation, habitat, and archaeological areas) to the extent feasible, or to minimize any impacts if development in such areas is unavoidable.	CD [CP]	Ongoing
1.3	Work with the State Department of Parks and Recreation, Ventura County Watershed Protection Agency, and the Ventura Port District to determine and carry out appropriate methods for protecting and restoring coastal resources, including by supplying sand at beaches under the Beach Erosion Authority for Control Operations and Nourishment (BEACON) South Central Coast Beach Enhancement program.	PW [E]	Ongoing
1.4	Require new coastal development to provide non-structural shoreline protection that avoids adverse impacts to coastal processes and nearby beaches.	CD [CP]	Ongoing
1.5	Collect suitable material from dredging and development, and add it to beaches as needed and feasible.	PW [E]	Ongoing
1.6	Support continued efforts to decommission Matilija Dam to improve the sand supply to local beaches.	PW [U]	Long-term
1.7	Update the Hillside Management Program to address and be consistent with the Planning Designations as defined and depicted on the General Plan Diagram.	CD [LRP]	Short-term

KEY TO ABBREVIATIONS	
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Number	Action	Lead Entity	Timeframe
1.8	Buffer barrancas and creeks that retain natural soil slopes from development according to state and Federal guidelines.	CD [LD]	Ongoing
1.9	Prohibit placement of material in watercourses other than native plants and required flood control structures, and remove debris periodically.	PW [MS/P]	Ongoing
1.10	Remove concrete channel structures as funding allows, and where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential.	PW [MS/P]	Long-term
1.11	Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" areas.	CD [LRP]	Short-term
1.12	Update the provisions of the Hillside Management Program as necessary to ensure protection of open space lands.	CD [LRP]	Mid-term
1.13	Recommend that the City's Sphere of Influence be coterminous with existing City limits in the hillsides in order to preserve the hillsides as open space.	CD [LRP]	Short-term
1.14	Work with established land conservation organizations toward establishing a Ventura hillsides preserve.	PW [P]	Long-term
1.15	Actively seek local, state, and Federal funding sources to achieve preservation of the hillsides.	PW [P]	Mid-term
1.16	Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands in the city.	PW	Ongoing

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Number	Action	Lead Entity	Timeframe
1.17	Require development to mitigate its impacts on wildlife through the development review process.	CD [CP]	Ongoing
1.18	Require new development adjacent to rivers, creeks, and barrancas to use native or non-invasive plant species, preferably drought tolerant, for landscaping**.**	CD [CP] PW [P]	Ongoing
1.19	Require projects near watercourses, shoreline areas, and other sensitive habitat areas to include surveys for State and/or federally listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.	CD [LRP]	Long-term
1.20	Conduct coastal dredging in accordance with the U.S. Army Corps of Engineers and California Department of Fish and Game requirements in order to avoid impacts to sensitive fish and bird species.	PW [E]	Ongoing
1.21	Work with State Parks on restoring the Alessandro Lagoon and pursue funding cooperatively.	PW [P]	Long-term
1.22	Adopt development code provisions to protect mature trees as defined by minimum height, canopy, and/or tree trunk diameter.	CD [LRP]	Short-term
1.23	Require, where appropriate, the preservation of healthy tree windrows associated with current and former agricultural uses, and incorporate trees into the design of new developments.	CD [CP]	Short-term
1.24	Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis.	CD [CP]	Ongoing
1.25	Purchase and use recycled materials and alternative and renewable energy sources as feasible in	AS [P]	Ongoing

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Number	Action	Lead Entity	Timeframe
	City operations.		
1.26	Reduce pesticide use in City operations.	PW [P]	Mid-term
1.27	Utilize green waste as biomass/compost in City operations.	PW [P]	Mid-term
1.28	Purchase low-emission City vehicles, and convert existing gasoline-powered fleet vehicles to cleaner fuels as technology becomes available.	PW [MS]	Mid-term
1.29	Require all City funded projects that enter design and construction after January 1, 2006 to meet a design construction standard equivalent to the minimum U.S. Green Building Council LEED™ Certified rating in accordance with the City's Green Building Standards for Private and Municipal Construction Projects.	FD [IS]	Short-term
1.30	Provide information to businesses about how to reduce waste and pollution and conserve resources.	PW [MS]	Short-term
1.31	Provide incentives for green building projects in both the public and private sectors to comply with either the LEED™ Rating System, California Green Builder, or the Residential Built Green program and to pursue registration and certification; incentives include "Head-of-the-Line" discretionary processing and "Head-of-the-Line" building permit processing.	FD [IS]	Short-term
1.32	Apply for grants, rebates, and other funding to install solar panels on all City-owned structures to provide at least half of their electric energy requirements.	PW	Ongoing

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Number	Action	Lead Entity	Timeframe
1.33	Publicly acknowledge individuals and businesses that implement green construction and building practices.	FD [IS]	Ongoing
2. OUR PROSPEROUS COMMUNITY			
2.1	Track economic indicators for changes that may affect City land resources, tax base, or employment base, such as terms and conditions of sale or lease of available office, retail, and manufacturing space.	CD [ED]	Ongoing
2.2	Prepare an economic base analysis that identifies opportunities to capture retail sales in sectors where resident purchasing has leaked to other jurisdictions.	CD [ED]	Short-term
2.3	Maintain and update an Economic Development Strategy to implement City economic goals and objectives.	CD [ED]	Ongoing
2.4	Map priority locations for commercial and industrial development and revitalization, including a range of parcel sizes targeted for high-technology, non-durables manufacturing, finance, business services, tourism, and retail uses.	CD	Short-term
2.5	Share economic and demographic information with organizations that may refer businesses to Ventura.	CD [ED]	Ongoing
2.6	Encourage intensification and diversification of uses and properties in districts, corridors, and neighborhood centers, including through assembly of vacant and underutilized parcels.	CD [ED]	Ongoing

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Number	Action	Lead Entity	Timeframe
2.7	Partner with local commerce groups to recruit companies and pursue funding for business development and land re-utilization.	CD [ED]	Ongoing
2.8	Carry out Housing Element programs that provide housing to all segments of the local workforce.	CD	Ongoing
2.9	Expedite review for childcare facilities that will provide support to local employees.	CD [CP]	Short-term
2.10	Expedite review of the entitlement process for installation of infrastructure necessary to support high technology and multimedia companies.	CA	Mid-term
2.11	Allow mixed-use development in commercial and industrial districts as appropriate.	CD [LRP]	Short-term
2.12	Allow uses such as conference centers with resort amenities on appropriately sized and located parcels.	CD [LRP]	Short-term
2.13	Market the city to businesses that link agriculture with high technology, such as biotechnology enterprises.	CD [ED]	Ongoing
2.14	Partner with local farms to promote farmers markets and high quality locally grown food.	CS	Ongoing
2.15	Provide incentives for use of waterfront parcels for recreation, visitor-serving commerce, restaurant, marina, and fishing uses.	CD [ED]	Short-term
2.16	Work with the State to create year-round commercial opportunities at the fairgrounds.	CD [ED]	Long-term

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Number	Action	Lead Entity	Timeframe
2.17	Partner with the Harbor District and National Park Service to promote Channel Islands tours and develop a marine learning center.	CS	Long-term
2.18	Prioritize uses within the Harbor Specific Plan area as follows: (1) coastal dependent, (2) commercial fishing, (3) coastal access, and (4) visitor serving commercial and recreational uses.	CD	Short-term
2.19	Partner with hotels and the Chamber of Commerce to promote city golf courses.	CS [GS/AS]	Long-term
2.20	Promote outdoor recreation as part of an enhanced visitor opportunity strategy.	CS	Mid-term
3. OUR WELL PLANNED AND DESIGNED COMMUNITY			
3.1	Preserve the stock of existing homes by carrying out Housing Element programs.	CD	Ongoing
3.2	Enhance the appearance of districts, corridors, and gateways (including views from highways) through controls on building placement, design elements, and signage.	CD [LRP]	Short-term
3.3	Require preservation of public view sheds and solar access.	CD [CP]	Short-term
3.4	Require all shoreline development (including anti-erosion or other protective structures) to provide public access to and along the coast, unless it would duplicate adequate access existing nearby, adversely affect agriculture, or be inconsistent with public safety, military security, or protection of fragile coastal resources.	CD [CP]	Ongoing
3.5	Establish land development incentives to upgrade the appearance of poorly maintained or	FD [IS]	Mid-term

Comment: Respect geology? Do we mean avoid geologic hazards?

Comment: Preserve and enhance?

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	otherwise unattractive sites, and enforce existing land maintenance regulations.		
3.6	Expand and maintain the City's urban forest and thoroughfare landscaping, using native species, in accordance with the City's Park and Development Guidelines and Irrigation and Landscape Guidelines.	PW [P]	Ongoing
3.7	Evaluate whether lot coverage standards should be changed based on neighborhood character.	CD [LRP]	Short-term
3.8	Adopt new development code provisions that designate neighborhood centers, as depicted on the General Plan Diagram, for a mixture of residences and small-scale, local-serving businesses.	CD [LRP]	Short-term
3.9	Adopt new development code provisions that designate areas within districts and corridors for mixed-use development that combines businesses with housing and focuses on the redesign of single-use shopping centers and retail parcels into walkable, well connected blocks, with a mix of building types, uses, and public and private frontages.	CD [LRP]	Short-term
3.10	Allow intensification of commercial areas through conversion of surface parking to building area under a districtwide parking management strategy in the Downtown Specific Plan.	CD [LRP]	Short-term
3.11	Expand the downtown redevelopment area to include parcels around future transit areas and along freeway frontage.	CD [RDA]	Mid-term
3.12	The City will work with the hospitals on the new Development Code treatment for the Loma Vista corridor, which includes both hospitals.	CD [LRP]	Short-term

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3.13	Assess whether the City's Affordable Housing Programs respond to current needs, and modify them as necessary within State mandated Housing Element updates	CD	Ongoing
3.14	Utilize infill development, to the extent possible, to accommodate the targeted number and type of housing units described in the Housing Element	CD [LRP]	Ongoing
3.15	Adopt new development code provisions that ensure compliance with Housing Element objectives.	CD [LRP]	Short-term
3.16	Renew and modify greenbelt agreements as necessary to direct development to already urbanized areas.	CD [LRP]	Long-term
3.17	Continue to support the Guidelines for Orderly Development as a means of implementing the General Plan, and encourage adherence to these Guidelines by all the cities, the County of Ventura, and the Local Agency Formation Commission (LAFCO); and work with other nearby cities and agencies to avoid sprawl and preserve the rural character in areas outside the urban edge.	CD [LRP]	Ongoing
3.18	Complete community or specific plans, subject to funding, for areas such as Westside, Midtown, Downtown, Wells, Saticoy, Pierpont, Harbor, Loma Vista/Medical District, Victoria Corridor, and others as appropriate. These plans will set clear development standards for public and private investments, foster neighborhood partnerships, and be updated as needed.	CD [LRP]	Ongoing
3.19	Preparation of the new Development Code will take into account existing or proposed community or specific plans to ensure efficient use of City resources and ample citizen input.	CD [LRP]	Short-term

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Number	Action	Lead Entity	Timeframe
3.20	Pursuant to SOAR, adopt development code provisions to "preserve agricultural and open space lands as a desirable means of shaping the City's internal and external form and size, and of serving the needs of the residents."	CD [LRP]	Short-term
3.21	Adopt performance standards for non-farm activities in agricultural areas that protect and support farm operations, including requiring non-farm uses to provide all necessary buffers as determined by the Agriculture Commissioner's Office.	CD [LRP]	Short-term
3.22	Offer incentives for agricultural production operations to develop systems of raw product and product processing locally.	CD [ED]	Mid-term
3.23	Develop and adopt a form-based Development Code that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation.	CD [LRP]	Short-term
3.24	Revise the Residential Growth Management Program (RGMP) with an integrated set of growth management tools including: • Community or specific plans and development codes based on availability of infrastructure and transit that regulate community form and character by directing new residential development to appropriate locations and in ways that integrate with and enhance existing neighborhoods, districts and corridors; • appropriate mechanisms to ensure that new residential development produces high-quality	CD [LRP]	Short-term

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	designs and a range of housing types across all income levels; and, • numeric limitations linked to the implementation of community or specific plans and development codes and the availability of appropriate infrastructure and resources; within those limitations, the RGMP should provide greater flexibility for timing new residential development.		
3.25	Establish first priority growth areas to include the districts, corridors, and neighborhood centers as identified on the General Plan Diagram; and second priority areas to include vacant undeveloped land when a community plan has been prepared for such (within the City limits).	CD [LRP]	Short-term
3.26	Establish and administer a system for the gradual growth of the City through identification of areas set aside for long-term preservation, for controlled growth, and for encouraged growth.	CD [LRP]	Mid-term
3.27	Require the use of techniques such as digital simulation and modeling to assist in project review.	CD [CP]	Short-term
3.28	Revise the planning processes to be more user-friendly to both applicants and neighborhood residents in order to implement City policies more efficiently.	CD [CP]	Short-term
4. OUR ACCESSIBLE COMMUNITY			
4.1	Direct city transportation investment to efforts that improve user safety and keep the circulation system structurally sound and adequately maintained. First priority for capital funding will go to our pavement management program to return Ventura streets to excellent conditions.	PW [E]	Ongoing

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4.2	Develop a prioritized list of projects needed to improve safety for all travel modes and provide needed connections and multiple route options.	PW [E]	Short-term
4.3	Provide transportation services that meet the special mobility needs of the community including youth, elderly, and disabled persons.	PW [E]	Ongoing
4.4	Combine education with enforcement to instill safe and courteous use of the shared public roadway.	CS	Ongoing
4.5	Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible.	CD [LRP]	Ongoing
4.6	Require new development to be designed with interconnected transportation modes and routes to complete a grid network.	CD [CP]	Short-term
4.7	Update the traffic mitigation fee program to fund necessary citywide circulation system and mobility improvements needed in conjunction with new development.	CD [LD]	Short-term
4.8	Implement the City's Neighborhood Traffic Management Program and update as necessary to improve livability in residential areas.	PW [E]	Ongoing
4.9	Identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods.	PW [E]	Ongoing
4.10	Modify traffic signal timing to ensure safety and minimize delay for all users.	PW [E]	Short-term

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4.11	Refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates.	PW [E]	Short-term
4.12	Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.	PW [E]	Ongoing
4.13	Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof.	CD [LD]	Ongoing
4.14	Provide development incentives to encourage projects that reduce automobile trips.	CD [CP]	Short-term
4.15	Encourage the placement of facilities that house or serve elderly, disabled, or socioeconomically disadvantaged persons in areas with existing public transportation services and pedestrian and bicycle amenities.	CD [CP]	Ongoing
4.16	Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.	PW [E]	Ongoing
4.17	Prepare and periodically update a Mobility Plan that integrates a variety of travel alternatives to minimize reliance on any single mode.	CD [LRP]	Short-term
4.18	Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.	PW [P]	Ongoing
4.19	Adopt new development code provisions that establish vehicle trip reduction requirements for all development.	CD [LRP]	Short-term

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4.20	Develop a transportation demand management program to shift travel behavior toward alternative modes and services.	PW [E]	Mid-term
4.21	Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.	PW [E/P]	Short-term
4.22	Update the General Bikeway Plan as needed to encourage bicycle use as a viable transportation alternative to the automobile and include the bikeway plan as part of a new Mobility Plan.	PW [E]	Mid-term
4.23	Upgrade and add bicycle lanes when conducting roadway maintenance as feasible.	PW [E]	Ongoing
4.24	Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons.	PW [E]	Short-term
4.25	Adopt new development code provisions that require the construction of sidewalks in all future projects, where appropriate.	CD [LRP]	Short-term
4.26	Establish a parking management program to protect the livability of residential neighborhoods, as needed.	CD [LRP]	Short-term
4.27	Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods. Require new developments in the North Avenue area, where applicable, to extend Norway Drive and Floral Drive to connect to Canada Larga Road; and connect the existing segments of Floral Drive. Designate the extension of Cedar Street between Warner Street and	PW [E]	Mid-term

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Number	Action	Lead Entity	Timeframe
	south of Franklin Lane and the linking of the Cameron Street segments in the Westside community as high priority projects.		
4.28	Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership.	PW [E]	Short-term
4.29	Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike.	HR	Mid-term
4.30	Work with public transit agencies to provide information to riders at transit stops, libraries, lodging, and event facilities.	PW [E]	Ongoing
4.31	Work with public and private transit providers to enhance public transit service.	PW [E]	Mid-term
4.32	Coordinate with public transit systems for the provision of additional routes as demand and funding allow.	PW [E]	Long-term
4.33	Work with Amtrak, Metrolink, and Union Pacific to maximize efficiency of passenger and freight rail service to the City and to integrate and coordinate passenger rail service with other transportation modes.	PW [E]	Mid-term
4.34	Lobby for additional transportation funding and changes to Federal, State, and regional transportation policy that support local decision-making.	PW [E]	Ongoing
4.35	The City shall pursue funding and site location for a multi-modal transit facility in coordination with VCTC, SCAT, U.P.R.R., Metrolink, Greyhound Bus Lines, and other forms of	PW [E]	Mid-term

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Number	Action	Lead Entity	Timeframe
	transportation.		
4.36	Require development along the following roadways – including noise mitigation, landscaping, and advertising – to respect and preserve views of the community and its natural context. • State Route 33 • U.S. HWY 101 • Anchors Way • Brakey Road • Fairgrounds Loop • Ferro Drive • Figueroa Street • Harbor Boulevard • Main Street • Navigator Drive • North Bank Drive • Poli Street/Foothill Road • Olivas Park Drive • Schooner Drive	CD [CP]	Ongoing

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	• Spinnaker Drive • Summit Drive • Telegraph Road – east of Victoria Avenue • Victoria Avenue – south of U.S. 101 • Wells Road		
4.37	Request that State Route 126 and 33, and U.S. HWY 101 be designated as State Scenic Highways.	CD [LRP]	Short-term
4.38	Continue to work with Caltrans to soften the barrier impact of U.S. HWY 101 by improving signage, aesthetics and undercrossings and overcrossings.	PW [E/P]	Ongoing
4.39	Maintain street trees along scenic thoroughfares, and replace unhealthy or missing trees along arterials and collectors throughout the City.	PW [P]	Ongoing
5. OUR SUSTAINABLE INFRASTRUCTURE			
5.1	Require low flow fixtures, leak repair, and drought tolerant landscaping (native species if possible), plus emerging water conservation techniques, such as reclamation, as they become available.	CD [CP]	Ongoing
5.2	Use natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible.	PW [MS/P]	Ongoing
5.3	Demonstrate low water use techniques at community gardens and city-owned facilities.	PW [U/P]	Mid-term

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5.4	Update the Urban Water Management plan as necessary in compliance with the State 1983 Urban Water Management Planning Act.	PW [U]	Ongoing
5.5	Provide incentives for new residences and businesses to incorporate recycling and waste diversion practices, pursuant to guidelines provided by the Environmental Services Office.	PW [MS]	Ongoing
5.6	Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development.	PW [U]	Ongoing
5.7	Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development.	PW [U]	Ongoing
5.8	Locate new development in or close to developed areas with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.	CD [LRP]	Ongoing
5.9	Update development fee and assessment district requirements as appropriate to cover the true costs associated with development.	AS	Mid-term
5.10	Utilize existing waste source reduction requirements, and continue to expand and improve composting and recycling options.	PW [MS]	Mid-term
5.11	Increase emergency water supply capacity through cooperative tie-ins with neighboring suppliers.	PW [U]	Mid-term
5.12	Apply new technologies to increase the efficiency of the wastewater treatment system.	PW [U]	Mid-term

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5.13	Increase frequency of city street sweeping, and post schedules at key points within each neighborhood.	PW [MS]	Mid-term
5.14	Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City.	PW [MS]	Short-term
5.15	Establish assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist.	PW [MS]	Mid-term
5.16	Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels.	CD [LD]	Ongoing
5.17	Require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura and Santa Clara Rivers and other watercourses.	CD [LD]	Ongoing
5.18	Work with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, and/or develop alternative means of disposal that will provide sufficient capacity for solid waste generated in the City.	PW [MS]	Long-term

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6. OUR ACTIVE COMMUNITY			
6.1	Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs, and require them in new development.	PW [P]	Long-term
6.2	Require higher density development to provide pocket parks, tot lots, seating plazas, and other aesthetic green spaces.	CD [CP]	Short-term
6.3	Work with the County to plan and develop trails that link the City with surrounding open space and natural areas, and require development projects to include trails when appropriate.	PW [P]	Ongoing
6.4	Request Flood Control District approval of public access to unchannelized watercourses for hiking.	PW [P]	Mid-term
6.5	Seek landowner permission to allow public access on properties adjacent to open space where needed to connect trails.	PW [P]	Ongoing
6.6	Update plans for and complete the linear park system as resources allow.	PW [P]	Long-term
6.7	Work with the County of Ventura to initiate efforts to create public trails in the hillside area.	PW [P]	Mid-term
6.8	Update and require periodic reviews of the Park and Recreation Workbook as necessary to reflect City objectives and community needs.	PW [P]	Mid-term
6.9	Require dedication of land identified as part of the City's Linear Park System in conjunction with new development.	PW [P]	Ongoing

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Number	Action	Lead Entity	Timeframe
6.10	Evaluate and incorporate, as feasible, linear park segments in the General Bikeway Plan.	PW [E]	Ongoing
6.11	Update standards for citywide public parks and open space to include an expanded menu of shared park types, and identify locations and potential funding sources for acquiring new facilities in existing neighborhoods.	PW [P]	Short-term
6.12	Update and carry out the Grant Park Master Plan.	PW [P]	Mid-term
6.13	Foster the partnership between the City and Fair Board to improve Seaside Park.	CD [ED]	Ongoing
6.14	Improve facilities at City parks to respond to the requirements of special needs groups.	PW [P]	Mid-term
6.15	Adjust and subsidize fees to ensure that all residents have the opportunity to participate in recreation programs.	CS [CR]	Short-term
6.16	Update the project fee schedule as necessary to ensure that development provides its fair share of park and recreation facilities.	PW [P]	Short-term
6.17	Update and create new agreements for joint use of school and City recreational and park facilities.	CS [CR] PW [P]	Mid-term
6.18	Offer programs that highlight natural assets, such as surfing, sailing, kayaking, climbing, gardening, and bird watching.	CS [CR]	Ongoing
6.19	Provide additional boating and swimming access as feasible.	PW	Long-term

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6.20	Earmark funds for adequate maintenance and rehabilitation of existing skatepark facilities, and identify locations and funding for new development of advanced level skatepark facilities.	PW [P]	Mid-term
6.21	Promote the use of City facilities for special events, such as festivals, tournaments, and races.	CS [CA]	Ongoing
6.22	Enter into concession or service agreements where appropriate to supplement City services.	PW	Ongoing
7. OUR HEALTHY AND SAFE COMMUNITY			
7.1	Work with interested parties to identify appropriate locations for assisted-living, hospice, and other care-provision facilities.	CS [SS]	Short-term
7.2	Provide technical assistance to local organizations that deliver health and social services to seniors, homeless persons, low-income citizens, and other groups with special needs.	CS [SS]	Ongoing
7.3	Participate in school and agency programs to: ♦ provide healthy meals, ♦ combat tobacco, alcohol, and drug dependency, ♦ distribute city park and recreation materials through schools, and ♦ distribute information about the benefits of proper nutrition and exercise.	CS [SS]	Ongoing
7.4	Enhance or create ordinances which increase control over ABC licensed premises.	PD	Mid-term
7.5	Investigate the creation of new land use fees to enhance funding of alcohol related enforcement, prevention and training efforts.	PD	Mid-term

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7.6	Adopt updated editions of the California Construction Codes and International Codes as published by the State of California and the International Code Council respectively.	FD [IS]	Ongoing
7.7	Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site: • with slopes greater than 10 percent or that otherwise have potential for landsliding, • along bluffs, dunes, beaches, or other coastal features • in an Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault, • in areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils, • in areas within 100-year flood zones, in conformance with all Federal Emergency Management Agency regulations.	CD [CP/LD]	Ongoing
7.8	To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice.	FD	Ongoing
7.9	Maintain and implement the Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan.	FD	Ongoing

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7.10	 Require proponents of any new developments within the 100-year floodplain to implement measures, as identified in the Floodplain Ordinance, to protect structures from 100-year flood hazards (e.g., by raising the finished floor elevation outside the floodplain).	FD [IS]	Ongoing
7.11	 Prohibit grading for vehicle access and parking or operation of vehicles within any floodway.	FD [IS]	Ongoing
7.12	 Refer development plans to the Fire Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance.	CD [CP]	Ongoing
7.13	 Resolve extended response time problems by: • adding a fire station at the Pierpont/Harbor area, • relocating Fire Station #4 to the Community Park site, • increasing firefighting and support staff resources, • reviewing and conditioning annexations and development applications, and • require the funding of new services from fees, assessments, or taxes as new subdivisions are developed.	FD	Long-term
7.14	Educate and reinforce City staff understanding of the Standardized Emergency Management System for the State of California.	FD	Ongoing
7.15	Increase public access to police services by: • increasing police staffing to coincide with increasing population, development, and calls for	PD	Ongoing

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	service, • increasing community participation by creating a Volunteers in Policing Program, and • require the funding of new services from fees, assessments, or taxes as new subdivisions are developed.		
7.16	Provide education about specific safety concerns such as gang activity, senior-targeted fraud, and property crimes.	PD	Ongoing
7.17	Establish a nexus between police department resources and increased service demands associated with new development.	PD	Mid-term
7.18	Continue to operate the Downtown police storefront.	PD	Ongoing
7.19	Expand Police Department headquarters as necessary to accommodate staff growth	PD	Mid-term
7.20	Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.	FD [IS]	Short-term
7.21	Require analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval.	FD [IS]	Ongoing
7.22	In accordance with Ordinance 93-37, require payment of fees to fund regional transportation demand	CD [LD]	Ongoing

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	management (TDM) programs for all projects generating emissions in excess of Ventura County Air Pollution Control District adopted levels.		
7.23	Require individual contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines.	PW [E]	Ongoing
7.24	Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.	CD [CP]	Ongoing
7.25	Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects.	CD [LRP]	Short-term
7.26	Seek funding for cleanup of sites within the Brownfield Assessment Demonstration Pilot Program and other contaminated areas in West Ventura.	CD [ED]	Mid-term
7.27	Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending	FD [IS]	Ongoing

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	upon the nature of any identified contamination).		
7.28	Educate residents and businesses about how to reduce or eliminate the use of hazardous materials, including by using safer non-toxic equivalents.	PW [MS]	Ongoing
7.29	Require non-agricultural development to provide buffers, as determined by the Agriculture Commissioner's Office, from agricultural operations to minimize the potential for pesticide drift.	CD [CP]	Short-term
7.30	Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate City, County, State and Federal agencies in the event of a violation.	FD [IS]	Ongoing
7.31	Work toward voluntary reduction or elimination of aerial and synthetic chemical application in cooperation with local agricultural interests and the Ventura County agricultural commissioner.	FD [IS]	Mid-term
7.32	Require acoustical analyses for new residential developments within the mapped 60 decibel (dBA) CNEL contour, or within any area designated for commercial or industrial use, and require mitigation necessary to ensure that: • Exterior noise in exterior spaces of new residences and other noise sensitive uses that are used for recreation (such as patios and gardens) does not exceed 65 dBA CNEL, and • Interior noise in habitable rooms of new residences does not exceed 45 dBA CNEL with all windows closed.	FD [IS]	Ongoing

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7.33	As funding becomes available, construct sound walls along U.S. 101, SR 126, and SR 33 in areas where existing residences are exposed to exterior noise exceeding 65 dBA CNEL.	PW [E]	Long-term
7.34	Request that sound levels associated with concerts at the County Fairgrounds be limited to 70 dBA at the eastern edge of that property.	CS	Short-term
7.35	Request the termination of auto racing at the County fairgrounds	CS	Short-term
7.36	Amend the noise ordinance to restrict leaf blowing, amplified music, trash collection, and other activities that generate complaints.	FD [IS]	Short-term
7.37	Use rubberized asphalt or other sound reducing material for paving and re-paving of City streets.	PW [E]	Ongoing
7.38	Update the Noise Ordinance to provide standards for residential projects and residential components of mixed-use projects within commercial and industrial districts.	CD [LRP]	Short-term
8. OUR PROSPEROUS COMMUNITY			
8.1	Work closely with schools, colleges, and libraries to provide input into site and facility planning.	CS	Ongoing
8.2	Organize a regional education summit to generate interest in and ideas about learning opportunities.	CS	Mid-term
8.3	Adopt joint-use agreements with libraries, schools, and other institutions to maximize use of educational facilities.	CS	Mid-term
8.4	Distribute information about local educational programs.	CS	Mid-term

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= Action included in the Land Use Plan of the City's Local Coastal Program	

Number	Action	Lead Entity	Timeframe
8.5	Install infrastructure for wireless technology and computer networking in City facilities.	AS	Short-term
8.6	Establish educational centers at City parks.	PW [P] CS	Mid-term
8.7	Work with the State Parks Department to establish a marine learning center at the Harbor.	PW [P]	Long-term
8.8	Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development.	CD [LRP]	Ongoing
8.9	Complete a new analysis of community needs, rethinking the role of public libraries in light of the ongoing advances in information technology and the changing ways that individuals and families seek out information and life-long learning opportunities.	CS	Mid-term
8.10	Reassess the formal and informal relationships between our current three branch public libraries and school libraries – including the new Ventura College Learning Resource Center – as well as joint use of facilities for a broader range or compatible public, cultural, and educational uses.	CS	Mid-term
8.11	Develop a Master Plan for Facilities, Programs, and Partnerships to create an accessible, robust, and vibrant library for the 21st Century system, taking into consideration that circulation of books is no longer the dominant function but will continue to be an important part of a linked network of learning centers.	CS	Mid-term
8.12	Develop formal partnerships, funding, capital strategies, and joint use agreements to implement the	CS	Ongoing

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= Action included in the Land Use Plan of the City's Local Coastal Program	

Number	Action	Lead Entity	Timeframe
	new libraries Master Plan.		
9. OUR CREATIVE COMMUNITY			
9.1	Require works of art in public spaces per the City's Public Art Program Ordinance.	CD [CP]	Mid-term
9.2	Sponsor and organize local art exhibits, performances, festivals, cultural events, and forums for local arts organizations and artists.	CS	Ongoing
9.3	Expand outreach and publicity by: ♦ promoting locally produced art and local cultural programs, ♦ publishing a monthly calendar of local art and cultural features, ♦ distributing the *State of the Arts* quarterly report, and ♦ offering free or subsidized tickets to events.	CS	Ongoing
9.4	Support the creative sector through training and other professional development opportunities.	CS	Short-term
9.5	Work with the schools to integrate arts education into the core curriculum	CS	Short-term
9.6	Promote the cultural and artistic expressions of Ventura's underrepresented cultural groups.	CS	Mid-term
9.7	Offer ticket subsidy and distribution programs and facilitate transportation to cultural offerings.	CS	Ongoing
9.8	Increase the amount of live-work development, and allow its use for production, display, and sale of	CD [LRP]	Ongoing

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= Action included in the Land Use Plan of the City's Local Coastal Program	

Number	Action	Lead Entity	Timeframe
	art.		
9.9	Work with community groups to locate sites for venues for theater, dance, music, and children's programming.	CS [CR]	Mid-term
9.10	Provide incentives for preserving structures and sites that are representative of the various periods of the city's social and physical development.	CD [LRP]	Mid-term
9.11	Organize and promote multi-cultural programs and events that celebrate local history and diversity.	CS [CA]	Ongoing
9.12	Allow adaptive reuse of historic buildings.	CD [LRP]	Short-term
9.13	Work with community groups to identify locations for facilities that celebrate local cultural heritage, such as a living history Chumash village and an agricultural history museum.	CS [CA]	Long-term
9.14	Require archaeological assessments for projects proposed in the Coastal Zone and other areas where cultural resources are likely to be located.	CD [CP]	Ongoing
9.15	Suspend development activity when archaeological resources are discovered, and require the developer to retain a qualified archaeologist to oversee handling of the resources in coordination with the Ventura County Archaeological Society and local Native American organizations as appropriate.	CD [CP]	Ongoing
9.16	Pursue funding to preserve historic resources.	CS	Ongoing

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Number	Action	Lead Entity	Timeframe
9.17	Provide incentives to owners of eligible structures to seek historic landmark status and invest in restoration efforts.	CD [LRP]	Short-term
9.18	Require that modifications to historically-designated buildings maintain their character.	CD [CP]	Ongoing
9.19	For any project in a historic district or that would affect any potential historic resource or structure more than 40 years old, require an assessment of eligibility for State and federal register and landmark status and appropriate mitigation to protect the resource.	CD [CP]	Ongoing
9.20	Seek input from the City's Historic Preservation Commission on any proposed development that may affect any designated or potential landmark.	CD [CP]	Ongoing
9.21	Update the inventory of historic properties.	CD [LRP]	Ongoing
9.22	Create a set of guidelines and/or policies directing staff, private property owners, developers, and the public regarding treatment of historic resources that will be readily available at the counter.	CD [LRP]	Short-term
9.23	Complete and maintain historic resource surveys containing all the present and future components of the historic fabric within the built, natural, and cultural environments.	CD [LRP]	Ongoing
9.24	Create a historic preservation element.	CD [LRP]	Long-term
10. OUR INVOLVED COMMUNITY			
10.1	Conduct focused outreach efforts to encourage all members of the community – including youth, seniors, special needs groups, and non-English speakers – to participate in City activities.	CM [CE]	Short-term

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Number	Action	Lead Entity	Timeframe
10.2	Obtain public participation by seeking out citizens in their neighborhoods and gathering places such as schools, houses of worship and public spaces.	CM [CE]	Ongoing
10.3	Invite civic, neighborhood, and non-profit groups to assist with City project and program planning and implementation.	CD	Ongoing
10.4	Provide incentives for City staff to participate in community and volunteer activities.	HR	Short-term
10.5	Invite seniors to mentor youth and serve as guides at historical sites.	CS	Short-term
10.6	Offer internships in City governance, and include youth representatives on public bodies.	CS	Mid-term
10.7	Continue to offer the Ambassadors program to obtain citizens assistance with City projects.	PW	Ongoing
10.8	Utilize the City website as a key source of information and expand it to serve as a tool for civic engagement.	CM [CE]	Short-term
10.9	Publish an annual report that evaluates City performance in such areas as conservation, housing, and economic development.	CD	Mid-term
10.10	Continue to improve the user-friendliness of the media that communicate information about the City, including the website, cable channels, newsletters, kiosks, and water billing statements.	CM [CE]	Short-term
10.11	Establish a clear policy toward the scope, role, boundaries, and jurisdiction of neighborhood Community Councils citywide, with the objectives of strengthening their roles in decision-making.	CD [LRP]	Mid-term

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Number	Action	Lead Entity	Timeframe
10.12	Establish stronger partnerships with neighborhood Community Councils to set area priorities for capital investment, community policing, City services, commercial investment, physical planning, education, and other concerns, to guide both City policies and day-to-day cooperation and problem-solving.	CD [LRP]	Ongoing
10.13	Recognizing that neighborhood empowerment must be balanced and sustained by overall City policies and citywide vision and resources – establish a citywide Neighborhood Community Congress where local neighborhood Community Councils can collaborate and learn from each other.	CM[CE]	Mid-term
10.14	Establish clear liaison relationships to foster communication, training, and involvement efforts between the City, neighborhood Community Councils and other community partners, including the Ventura Unified School District and business, civic, cultural and religious groups.	CM [CE]	Short-term

Appendix C

Project Description Information

Intensification/Reuse Only (Scenario 1)

	Residential Development (units)	Non-Residential Development (square feet)				
		Retail	Office	Industrial	Hotel	Total
Districts						
Upper North Avenue	100	10,000	50,000	150,000		210,000
North Avenue	50	10,000	50,000	250,000		310,000
Downtown	1,600	100,000	200,000		150,000	450,000
Pacific View Mall	25	25,000	0			25,000
Harbor	300	66,000			150,000	216,000
Arundell	200	25,000	300,000	1,000,000		1,325,000
Auto Center	50	300,000	50,000	300,000		650,000
Metrolink	50		50,000	25,000		75,000
Saticoy	50	0		25,000		25,000
Subtotals (Districts)	**2,425**	**536,000**	**700,000**	**1,750,000**	**300,000**	**3,286,000**
Corridors						
Ventura Avenue	800	40,000	100,000	50,000		190,000
Main Street	100	15,000	40,000			55,000
Thompson Boulevard	300	15,000	40,000			55,000
Loma Vista Road	25	15,000	40,000			55,000
Telegraph Road	250	15,000	40,000			55,000
Victoria Avenue	50	15,000	40,000			55,000
Johnson Drive	150	50,000	20,000			70,000
Wells Road	50	15,000	20,000			35,000
Subtotals (Corridors)	**1,725**	**180,000**	**340,000**	**50,000**	**0**	**570,000**
SOI/Other Infill						
101/126 Agriculture	200					0
Wells/Saticoy	1,050					0
Pierpont	100	30,000				30,000
Other Neighborhood Centers	100					
Second Units	300					
Underutilized	250					
Vacant	450	165,000	50,000			215,000
Subtotals (Other Infill)	**2,450**	**195,000**	**50,000**	**0**	**0**	**245,000**
Totals (Intensification/Reuse)	**6,600**	**911,000**	**1,090,000**	**1,800,000**	**300,000**	**4,101,000**
Planned and Pending Developments						
Downtown	50	1,072			150,000	151,072
Ventura Avenue/Westside	238	7,086		27,000		34,086
Midtown	34	13,751				13,751
College (Telegraph/Loma Vista)	4	2,718	8,849			11,567
Telephone Road Corridor	256		54,785			54,785
Montalvo/Victoria	296		4,300			4,300
Saticoy/East End	840	7,950	5,600			13,550
Arundell		41,640	42,614	18,080		102,334
Olivas		7,160	7,066	390,053		404,279
Subtotals (Planned/Pending	**1,718**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**

Totals (Intensification + Expansion + Pending)	**8,318**	**992,377**	**1,213,214**	**2,235,133**	**450,000**	**4,890,724**

Notes:

1. Overall residential growth is based on 0.88% annual growth through 2025. Overall non-residential growth is based on estimates provided by Stanley R. Hoffman Associates, Inc. All unit and square footage numbers are estimates of how future growth may be distributed based on available land, local land use practices, and recent Council and community direction and preferences. All figures are for analytical purposes only. The actual distribution of future growth in the City may vary based on market forces and other factors. Both the districts/corridors and expansion areas could accommodate more development and/or a different mix of development.

2. The distribution of growth in the districts and corridors is based on the following general assumptions: (a) The Downtown area and, to a lesser extent, the Ventura Avenue corridor will be the focus of future residential and commercial growth; (b) the Arundell, North Avenue, and Upper North Avenue areas will be the focus of future industrial growth; (c) other districts and corridors will not be the focus of growth, but will accommodate a certain amount of growth over time. When possible, knowledge of possible future plans or land availability has been used to estimate future growth. For example, the estimates of growth in the Downtown and Harbor Districts are based on the Downtown Specific Plan and Master Plan and staff knowledge of likely projects. Growth estimates for the Arundell community consider the likely development of the 75-acre McGrath property with a mix of uses and development of other vacant lands. Growth estimates for the Auto Center area consider the possibility of a "big box" retailer in that area.

3. Estimates of growth in the SOI/Other Infill sites are based on the following general assumptions: (a) 101/126 Orchard site will develop similarly to a project recently proposed for that site; (b) Wells/Saticoy sites will develop in accordance with ongoing planning efforts for those areas; (c) the Pierpont area will develop generally in accordance with a conceptual project recently considered by the City; (d) Second Units will be added at a rate of 15/year; (e) roughly half of underutilized lands identified in the Housing Element will be re-developed over the next 20 years; (f) all vacant lands outside the districts and corridors will be developed in accordance with the proposed land use designations.

4. Planned and Pending Developments based upon the City's 2004 Planning and Pending Developments list. Building areas do not include self storage facilities.

5. Expansion area totals are conceptual estimates that encompass a mix of uses and residential densities.

6. The following potential projects not included in the 2004 Planned and Pending Developments list have been included in the future development totals: (1) 150,000 square feet of industrial development in the Auto Center area; (2) 165,000 square feet of retail development along Wells Road in the Saticoy area; (3) 50,000 square feet of office development on a 3.5-acre site along Ralston Drive. The Auto Center industrial project is included in the Auto Center district; the other two projects are included in the "vacant" category. The square footage associated with these projects has been added to the projections of future growth to provide a "worst-case" analysis of possible future impacts.

Intensification/Reuse + N. Avenue + Olivas + Serra (Scenario 2)

	Residential Development (units)	Non-Residential Development (square feet)				
		Retail	Office	Industrial	Hotel	Total
Districts						
Upper North Avenue	100	10,000	50,000	200,000		260,000
North Avenue	50	10,000	50,000	400,000		460,000
Downtown	1,600	100,000	200,000		150,000	450,000
Pacific View Mall	25	25,000	0			25,000
Harbor	300	66,000			150,000	216,000
Arundell	200	25,000	300,000	1,200,000		1,525,000
Auto Center	50	300,000	50,000	300,000		650,000
Metrolink	50		50,000	50,000		100,000
Saticoy	50	0		75,000		75,000
Subtotals (Districts)	**2,425**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**
Corridors						
Ventura Avenue	800	40,000	100,000	100,000		240,000
Main Street	100	15,000	40,000			55,000
Thompson Boulevard	300	15,000	40,000			55,000
Loma Vista Road	25	15,000	40,000			55,000
Telegraph Road	250	15,000	40,000			55,000
Victoria Avenue	50	15,000	40,000			55,000
Johnson Drive	150	50,000	20,000			70,000
Wells Road	50	15,000	20,000			35,000
Subtotals (Corridors)	**1,725**	**180,000**	**340,000**	**100,000**	**0**	**620,000**
SOI/Other Infill						
101/126 Agriculture	200					0
Wells/Saticoy	1,050					0
Pierpont	100	30,000				30,000
Other Neighborhood Centers	100					
Second Units	300					
Underutilized	250					
Vacant	450	165,000	50,000			215,000
Subtotals (Other Infill)	**2,450**	**195,000**	**50,000**	**0**	**0**	**245,000**
Totals (Intensification/Reuse)	**6,600**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**
Expansion Areas						
North Avenue	176	18,295				18,295
Olivas	1,484	109,771	439,085			548,856
Serra	1,042	91,476	256,133			347,609
Canada Larga						
Poinsettia						
Subtotals (Expansion)	**2,702**	**219,542**	**695,218**	**0**	**0**	**914,760**
Planned and Pending Developments						
Downtown	50	1,072			150,000	151,072
Ventura Avenue/Westside	238	7,086		27,000		34,086
Midtown	34	13,751				13,751
College (Telegraph/Loma Vista)	4	2,718	8,849			11,567
Telephone Road Corridor	256		54,785			54,785
Montalvo/Victoria	296		4,300			4,300
Saticoy/East End	840	7,950	5,600			13,550
Arundell		41,640	42,614	18,080		102,334
Olivas		7,160	7,066	390,053		404,279
Subtotals (Planned/Pending)	**1,718**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**
Totals (Intensification + Expansion + Pending)	**11,020**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**

Notes:

1. Overall residential growth is based on 1.14% annual growth through 2025. Overall non-residential growth is based on estimates provided by Stanley R. Hoffman Associates, Inc. All unit and square footage numbers are estimates of how future growth may be distributed based on available land, local land use practices, and recent Council and community direction and preferences. All figures are for analytical purposes only. The actual distribution of future growth in the City may vary based on market forces and other factors. Both the districts/corridors and expansion areas could accommodate more development and/or a different mix of development.

2. The distribution of growth in the districts and corridors is based on the following general assumptions: (a) The Downtown area and, to a lesser extent, the Ventura Avenue corridor will be the focus of future residential and commercial growth; (b) the Arundell, North Avenue, and Upper North Avenue areas will be the focus of future industrial growth; (c) other districts and corridors will not be the focus of growth, but will accommodate a certain amount of growth over time. When possible, knowledge of possible future plans or land availability has been used to estimate future growth. For example, the estimates of growth in the Downtown and Harbor Districts are based on the Downtown Specific Plan and Master Plan and staff knowledge of likely projects. Growth estimates for the Arundell community consider the likely development of the 75-acre McGrath property with a mix of uses and development of other vacant lands. Growth estimates for the Auto Center area consider the possibility of a "big box" retailer in that area.

3. Estimates of growth in the SOI/Other infill sites are based on the following general assumptions: (a) 101/126 Orchard site will develop similarly to a project recently proposed for that site; (b) Wells/Saticoy sites will develop in accordance with ongoing planning efforts for those areas; (c) the Pierpont area will develop generally in accordance with a conceptual project recently considered by the City; (d) Second Units will be added at a rate of 15/year; (e) roughly half of underutilized lands identified in the Housing Element will be re-developed over the next 20 years; (f) all vacant lands outside the districts and corridors will be developed in accordance with the proposed land use designations.

4. Planned and Pending Developments based upon the City's 2004 Planning and Pending Developments list. Building areas do not include self storage facilities.

5. Expansion area totals are conceptual estimates that encompass a mix of uses and residential densities.

6. The following potential projects not included in the 2004 Planned and Pending Developments list have been included in the future development totals: (1) 150,000 square feet of industrial development in the Auto Center area; (2) 165,000 square feet of retail development along Wells Road in the Saticoy area; (3) 50,000 square feet of office development on a 3.5-acre site along Ralston Drive. The Auto Center industrial project is included in the Auto Center district; the other two projects are included in the "vacant" category. The square footage associated with these projects has been added to the projections of future growth to provide a "worst-case" analysis of possible future impacts.

Intensification/Reuse + North Avenue + Olivas (Scenario 3)

	Residential Development (units)	Non-Residential Development (square feet)				
		Retail	Office	Industrial	Hotel	Total
Districts						
Upper North Avenue	100	10,000	50,000	200,000		260,000
North Avenue	50	10,000	50,000	400,000		460,000
Downtown	1,600	100,000	200,000		150,000	450,000
Pacific View Mall	25	25,000	0			25,000
Harbor	300	66,000			150,000	216,000
Arundell	200	25,000	300,000	1,200,000		1,525,000
Auto Center	50	300,000	50,000	300,000		650,000
Metrolink	50		50,000	50,000		100,000
Saticoy	50	0		75,000		75,000
Subtotals (Districts)	**2,425**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**
Corridors						
Ventura Avenue	800	40,000	100,000	100,000		240,000
Main Street	100	15,000	40,000			55,000
Thompson Boulevard	300	15,000	40,000			55,000
Loma Vista Road	25	15,000	40,000			55,000
Telegraph Road	250	15,000	40,000			55,000
Victoria Avenue	50	15,000	40,000			55,000
Johnson Drive	150	50,000	20,000			70,000
Wells Road	50	15,000	20,000			35,000
Subtotals (Corridors)	**1,725**	**180,000**	**340,000**	**100,000**	**0**	**620,000**
SOI/Other Infill						
101/126 Agriculture	200					0
Wells/Saticoy	1,050					0
Pierpont	100	30,000				30,000
Other Neighorhood Centers	100					
Second Units	300					
Underutilized	250					
Vacant	450	165,000	50,000			215,000
Subtotals (Other Infill)	**2,450**	**195,000**	**50,000**	**0**	**0**	**245,000**
Totals (Intensification/Reuse)	**6,600**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**
Expansion Areas						
North Avenue	322	36,590	54,886			91,476
Olivas	2,394	182,952	640,332			823,284
Serra						
Canada Larga						
Poinsettia						
Subtotals (Expansion)	**2,716**	**219,542**	**695,218**	**0**	**0**	**914,760**
Planned and Pending Developments						
Downtown	50	1,072			150,000	151,072
Ventura Avenue/Westside	238	7,086		27,000		34,086
Midtown	34	13,751				13,751
College (Telegraph/Loma Vista)	4	2,718	8,849			11,567
Telephone Road Corridor	256		54,785			54,785
Montalvo/Victoria	296		4,300			4,300
Saticoy/East End	840	7,950	5,600			13,550
Arundell		41,640	42,614	18,080		102,334
Olivas		7,160	7,066	390,053		404,279
Subtotals (Planned/Pending)	**1,718**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**

Totals (Intensification + Expansion + Pending)	**11,034**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**

Notes:

1. Overall residential growth is based on 1.14% annual growth through 2025. Overall non-residential growth is based on estimates provided by Stanley R. Hoffman Associates, Inc. All unit and square footage numbers are estimates of how future growth may be distributed based on available land, local land use practices, and recent Council and community direction and preferences. All figures are for analytical purposes only. The actual distribution of future growth in the City may vary based on market forces and other factors. Both the districts/corridors and expansion areas could accommodate more development and/or a different mix of development.

2. The distribution of growth in the districts and corridors is based on the following general assumptions: (a) The Downtown area and, to a lesser extent, the Ventura Avenue corridor will be the focus of future residential and commercial growth; (b) the Arundell, North Avenue, and Upper North Avenue areas will be the focus of future industrial growth; (c) other districts and corridors will not be the focus of growth, but will accommodate a certain amount of growth over time. When possible, knowledge of possible future plans or land availability has been used to estimate future growth. For example, the estimates of growth in the Downtown and Harbor Districts are based on the Downtown Specific Plan and Master Plan and staff knowledge of likely projects. Growth estimates for the Arundell community consider the likely development of the 75-acre McGrath property with a mix of uses and development of other vacant lands. Growth estimates for the Auto Center area consider the possibility of a "big box" retailer in that area.

3. Estimates of growth in the SOI/Other Infill sites are based on the following general assumptions: (a) 101/126 Orchard site will develop similarly to a project recently proposed for that site; (b) Wells/Saticoy sites will develop in accordance with ongoing planning efforts for those areas; (c) the Pierpont area will develop generally in accordance with a conceptual project recently considered by the City; (d) Second Units will be added at a rate of 15/year; (e) roughly half of underutilized lands identified in the Housing Element will be re-developed over the next 20 years; (f) all vacant lands outside the districts and corridors will be developed in accordance with the proposed land use designations.

4. Planned and Pending Developments based upon the City's 2004 Planning and Pending Developments list. Building areas do not include self storage facilities.

5. Expansion area totals are conceptual estimates that encompass a mix of uses and residential densities.

6. The following potential projects not included in the 2004 Planned and Pending Developments list have been included in the future development totals: (1) 150,000 square feet of industrial development in the Auto Center area; (2) 165,000 square feet of retail development along Wells Road in the Saticoy area; (3) 50,000 square feet of office development on a 3.5-acre site along Ralston Drive. The Auto Center industrial project is included in the Auto Center district; the other two projects are included in the "vacant" category. The square footage associated with these projects has been added to the projections of future growth to provide a "worst-case" analysis of possible future impacts.

Intensification/Reuse + North Avenue + Serra (Scenario 4)

	Residential Development (units)	Non-Residential Development (square feet)				
		Retail	Office	Industrial	Hotel	Total
Districts						
Upper North Avenue	100	10,000	50,000	200,000		260,000
North Avenue	50	10,000	50,000	400,000		460,000
Downtown	1,600	100,000	200,000		150,000	450,000
Pacific View Mall	25	25,000	0			25,000
Harbor	300	66,000			150,000	216,000
Arundell	200	25,000	300,000	1,200,000		1,525,000
Auto Center	50	300,000	50,000	300,000		650,000
Metrolink	50		50,000	50,000		100,000
Saticoy	50	0		75,000		75,000
Subtotals (Districts)	**2,425**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**
Corridors						
Ventura Avenue	800	40,000	100,000	100,000		240,000
Main Street	100	15,000	40,000			55,000
Thompson Boulevard	300	15,000	40,000			55,000
Loma Vista Road	25	15,000	40,000			55,000
Telegraph Road	250	15,000	40,000			55,000
Victoria Avenue	50	15,000	40,000			55,000
Johnson Drive	150	50,000	20,000			70,000
Wells Road	50	15,000	20,000			35,000
Subtotals (Corridors)	**1,725**	**180,000**	**340,000**	**100,000**	**0**	**620,000**
SOI/Other Infill						
101/126 Agriculture	200					0
Wells/Saticoy	1,050					0
Pierpont	100	30,000				30,000
Other Neighborhood Centers	100					
Second Units	300					
Underutilized	250					
Vacant	450	165,000	50,000			215,000
Subtotals (Other Infill)	**2,450**	**195,000**	**50,000**	**0**	**0**	**245,000**
Totals (Intensification/Reuse)	**6,600**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**
Expansion Areas						
North Avenue	322	36,590	54,886			91,476
Olivas						0
Serra	2,380	182,952	640,332			823,284
Canada Larga						
Poinsettia						
Subtotals (Expansion)	**2,702**	**219,542**	**695,218**	**0**	**0**	**914,760**
Planned and Pending Developments						
Downtown	50	1,072			150,000	151,072
Ventura Avenue/Westside	238	7,086		27,000		34,086
Midtown	34	13,751				13,751
College (Telegraph/Loma Vista)	4	2,718	8,849			11,567
Telephone Road Corridor	256		54,785			54,785
Montalvo/Victoria	296		4,300			4,300
Saticoy/East End	840	7,950	5,600			13,550
Arundell		41,640	42,614	18,080		102,334
Olivas		7,160	7,066	390,053		404,279
Subtotals (Planned/Pending)	**1,718**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**
Totals (Intensification + Expansion + Pending)	**11,020**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**

Notes:

1. Overall residential growth is based on 1.14% annual growth through 2025. Overall non-residential growth is based on estimates provided by Stanley R. Hoffman Associates, Inc. All unit and square footage numbers are estimates of how future growth may be distributed based on available land, local land use practices, and recent Council and community direction and preferences. All figures are for analytical purposes only. The actual distribution of future growth in the City may vary based on market forces and other factors. Both the districts/corridors and expansion areas could accommodate more development and/or a different mix of development.

2. The distribution of growth in the districts and corridors is based on the following general assumptions: (a) The Downtown area and, to a lesser extent, the Ventura Avenue corridor will be the focus of future residential and commercial growth; (b) the Arundell, North Avenue, and Upper North Avenue areas will be the focus of future industrial growth; (c) other districts and corridors will not be the focus of growth, but will accommodate a certain amount of growth over time. When possible, knowledge of possible future plans or land availability has been used to estimate future growth. For example, the estimates of growth in the Downtown and Harbor Districts are based on the Downtown Specific Plan and Master Plan and staff knowledge of likely projects. Growth estimates for the Arundell community consider the likely development of the 75-acre McGrath property with a mix of uses and development of other vacant lands. Growth estimates for the Auto Center area consider the possibility of a "big box" retailer in that area.

3. Estimates of growth in the SOI/Other Infill sites are based on the following general assumptions: (a) 101/126 Orchard site will develop similarly to a project recently proposed for that site; (b) Wells/Saticoy sites will develop in accordance with ongoing planning efforts for those areas; (c) the Pierpont area will develop generally in accordance with a conceptual project recently considered by the City; (d) Second Units will be added at a rate of 15/year; (e) roughly half of underutilized lands identified in the Housing Element will be re-developed over the next 20 years; (f) all vacant lands outside the districts and corridors will be developed in accordance with the proposed land use designations.

4. Planned and Pending Developments based upon the City's 2004 Planning and Pending Developments list. Building areas do not include self storage facilities.

5. Expansion area totals are conceptual estimates that encompass a mix of uses and residential densities.

6. The following potential projects not included in the 2004 Planned and Pending Developments list have been included in the future development totals: (1) 150,000 square feet of industrial development in the Auto Center area; (2) 165,000 square feet of retail development along Wells Road in the Saticoy area; (3) 50,000 square feet of office development on a 3.5-acre site along Ralston Drive. The Auto Center industrial project is included in the Auto Center district; the other two projects are included in the "vacant" category. The square footage associated with these projects has been added to the projections of future growth to provide a "worst-case" analysis of possible future impacts.

Intensification/Reuse + North Avenue + W. Canada Larga (Scenario 5)

	Residential Development (units)	Non-Residential Development				
		Retail	Office	Industrial	Hotel	Total
Districts						
Upper North Avenue	100	10,000	50,000	200,000		260,000
North Avenue	50	10,000	50,000	400,000		460,000
Downtown	1,600	100,000	200,000		150,000	450,000
Pacific View Mall	25	25,000	0			25,000
Harbor	300	66,000			150,000	216,000
Arundell	200	25,000	300,000	1,200,000		1,525,000
Auto Center	50	300,000	50,000	300,000		650,000
Metrolink	50		50,000	50,000		100,000
Saticoy	50	0		75,000		75,000
Subtotals (Districts)	**2,425**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**
Corridors						
Ventura Avenue	800	40,000	100,000	100,000		240,000
Main Street	100	15,000	40,000			55,000
Thompson Boulevard	300	15,000	40,000			55,000
Loma Vista Road	25	15,000	40,000			55,000
Telegraph Road	250	15,000	40,000			55,000
Victoria Avenue	50	15,000	40,000			55,000
Johnson Drive	150	50,000	20,000			70,000
Wells Road	50	15,000	20,000			35,000
Subtotals (Corridors)	**1,725**	**180,000**	**340,000**	**100,000**	**0**	**620,000**
SOI/Other Infill						
101/126 Agriculture	200					0
Wells/Saticoy	1,050					0
Pierpont	100	30,000				30,000
Other Neighborhood Centers	100					
Second Units	300					
Underutilized	250					
Vacant	450	165,000	50,000			215,000
Subtotals (Other Infill)	**2,450**	**195,000**	**50,000**	**0**	**0**	**245,000**
Totals (Intensification/Reuse)	**6,600**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**
Expansion Areas						
North Avenue	979	91,476	219,542			311,018
Olivas						0
Serra						
Canada Larga	1,728	109,771	439,085			548,856
Poinsettia						
Subtotals (Expansion)	**2,707**	**201,247**	**658,627**	**0**	**0**	**859,874**
Planned and Pending Developments						
Downtown	50	1,072			150,000	151,072
Ventura Avenue/Westside	238	7,086		27,000		34,086
Midtown	34	13,751				13,751
College (Telegraph/Loma Vista)	4	2,718	8,849			11,567
Telephone Road Corridor	256		54,785			54,785
Montalvo/Victoria	296		4,300			4,300
Saticoy/East End	840	7,950	5,600			13,550
Arundell		41,640	42,614	18,080		102,334
Olivas		7,160	7,066	390,053		404,279
Subtotals (Planned/Pending)	**1,718**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**
Totals (Intensification + Expansion + Pending)	**11,025**	**1,193,624**	**1,871,841**	**2,760,133**	**450,000**	**6,275,598**

Notes:

1. Overall residential growth is based on 1.14% annual growth through 2025. Overall non-residential growth is based on estimates provided by Stanley R. Hoffman Associates, Inc. All unit and square footage numbers are estimates of how future growth may be distributed based on available land, local land use practices, and recent Council and community direction and preferences. All figures are for analytical purposes only. The actual distribution of future growth in the City may vary based on market forces and other factors. Both the districts/corridors and expansion areas could accommodate more development and/or a different mix of development.

2. The distribution of growth in the districts and corridors is based on the following general assumptions: (a) The Downtown area and, to a lesser extent, the Ventura Avenue corridor will be the focus of future residential and commercial growth; (b) the Arundell, North Avenue, and Upper North Avenue areas will be the focus of future industrial growth; (c) other districts and corridors will not be the focus of growth, but will accommodate a certain amount of growth over time. When possible, knowledge of possible future plans or land availability has been used to estimate future growth. For example, the estimates of growth in the Downtown and Harbor Districts are based on the Downtown Specific Plan and Master Plan and staff knowledge of likely projects. Growth estimates for the Arundell community consider the likely development of the 75-acre McGrath property with a mix of uses and development of other vacant lands. Growth estimates for the Auto Center area consider the possibility of a "big box" retailer in that area.

3. Estimates of growth in the SOI/Other infill sites are based on the following general assumptions: (a) 101/126 Orchard site will develop similarly to a project recently proposed for that site; (b) Wells/Saticoy sites will develop in accordance with ongoing planning efforts for those areas; (c) the Pierpont area will develop generally in accordance with a conceptual project recently considered by the City; (d) Second Units will be added at a rate of 15/year; (e) roughly half of underutilized lands identified in the Housing Element will be re-developed over the next 20 years; (f) all vacant lands outside the districts and corridors will be developed in accordance with the proposed land use designations.

4. Planned and Pending Developments based upon the City's 2004 Planning and Pending Developments list. Building areas do not include self storage facilities.

5. Expansion area totals are conceptual estimates that encompass a mix of uses and residential densities.

6. The following potential projects not included in the 2004 Planned and Pending Developments list have been included in the future development totals: (1) 150,000 square feet of industrial development in the Auto Center area; (2) 165,000 square feet of retail development along Wells Road in the Saticoy area; (3) 50,000 square feet of office development on a 3.5-acre site along Ralston Drive. The Auto Center industrial project is included in the Auto Center district; the other two projects are included in the "vacant" category. The square footage associated with these projects has been added to the projections of future growth to provide a "worst-case" analysis of possible future impacts.

Intensification/Reuse + North Avenue + Poinsettia (Scenario 6)

	Residential Development (units)	Non-Residential Development				
		Retail	Office	Industrial	Hotel	Total
Districts						
Upper North Avenue	100	10,000	50,000	200,000		260,000
North Avenue	50	10,000	50,000	400,000		460,000
Downtown	1,600	100,000	200,000		150,000	450,000
Pacific View Mall	25	25,000	0			25,000
Harbor	300	66,000			150,000	216,000
Arundell	200	25,000	300,000	1,200,000		1,525,000
Auto Center	50	300,000	50,000	300,000		650,000
Metrolink	50		50,000	50,000		100,000
Saticoy	50	0		75,000		75,000
Subtotals (Districts)	**2,425**	**536,000**	**700,000**	**2,225,000**	**300,000**	**3,761,000**
Corridors						
Ventura Avenue	800	40,000	100,000	100,000		240,000
Main Street	100	15,000	40,000			55,000
Thompson Boulevard	300	15,000	40,000			55,000
Loma Vista Road	25	15,000	40,000			55,000
Telegraph Road	250	15,000	40,000			55,000
Victoria Avenue	50	15,000	40,000			55,000
Johnson Drive	150	50,000	20,000			70,000
Wells Road	50	15,000	20,000			35,000
Subtotals (Corridors)	**1,725**	**180,000**	**340,000**	**100,000**	**0**	**620,000**
SOI/Other Infill						
101/126 Agriculture	200					0
Wells/Saticoy	1,050					0
Pierpont	100	30,000				30,000
Other Neighborhood Centers	100					
Second Units	300					
Underutilized	250					
Vacant	450	165,000	50,000			215,000
Subtotals (Other Infill)	**2,450**	**195,000**	**50,000**	**0**	**0**	**245,000**
Totals (Intensification/Reuse)	**6,600**	**911,000**	**1,090,000**	**2,325,000**	**300,000**	**4,626,000**
Expansion Areas						
North Avenue	322	36,590	54,886			91,476
Olivas						0
Serra						
Canada Larga						
Poinsettia	2,380	182,952	640,332			823,284
Subtotals (Expansion)	**2,702**	**219,542**	**695,218**	**0**	**0**	**914,760**
Planned and Pending Developments						
Downtown	50	1,072			150,000	151,072
Ventura Avenue/Westside	238	7,086		27,000		34,086
Midtown	34	13,751				13,751
College (Telegraph/Loma Vista)	4	2,718	8,849			11,567
Telephone Road Corridor	256		54,785			54,785
Montalvo/Victoria	296		4,300			4,300
Saticoy/East End	840	7,950	5,600			13,550
Arundell		41,640	42,614	18,080		102,334
Olivas		7,160	7,066	390,053		404,279
Subtotals (Planned/Pending)	**1,718**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**
Totals (Intensification + Expansion + Pending)	**11,020**	**1,211,919**	**1,908,432**	**2,760,133**	**450,000**	**6,330,484**

Notes:

1. Overall residential growth is based on 1.14% annual growth through 2025. Overall non-residential growth is based on estimates provided by Stanley R. Hoffman Associates, Inc. All unit and square footage numbers are estimates of how future growth may be distributed based on available land, local land use practices, and recent Council and community direction and preferences. All figures are for analytical purposes only. The actual distribution of future growth in the City may vary based on market forces and other factors. Both the districts/corridors and expansion areas could accommodate more development and/or a different mix of development.

2. The distribution of growth in the districts and corridors is based on the following general assumptions: (a) The Downtown area and, to a lesser extent, the Ventura Avenue corridor will be the focus of future residential and commercial growth; (b) the Arundell, North Avenue, and Upper North Avenue areas will be the focus of future industrial growth; (c) other districts and corridors will not be the focus of growth, but will accommodate a certain amount of growth over time. When possible, knowledge of possible future plans or land availability has been used to estimate future growth. For example, the estimates of growth in the Downtown and Harbor Districts are based on the Downtown Specific Plan and Master Plan and staff knowledge of likely projects. Growth estimates for the Arundell community consider the likely development of the 75-acre McGrath property with a mix of uses and development of other vacant lands. Growth estimates for the Auto Center area consider the possibility of a "big box" retailer in that area.

3. Estimates of growth in the SOI/Other Infill sites are based on the following general assumptions: (a) 101/126 Orchard site will develop similarly to a project recently proposed for that site; (b) Wells/Saticoy sites will develop in accordance with ongoing planning efforts for those areas; (c) the Pierpont area will develop generally in accordance with a conceptual project recently considered by the City; (d) Second Units will be added at a rate of 15/year; (e) roughly half of underutilized lands identified in the Housing Element will be re-developed over the next 20 years; (f) all vacant lands outside the districts and corridors will be developed in accordance with the proposed land use designations.

4. Planned and Pending Developments based upon the City's 2004 Planning and Pending Developments list. Building areas do not include self storage facilities.

5. Expansion area totals are conceptual estimates that encompass a mix of uses and residential densities.

6. The following potential projects not included in the 2004 Planned and Pending Developments list have been included in the future development totals: (1) 150,000 square feet of industrial development in the Auto Center area; (2) 165,000 square feet of retail development along Wells Road in the Saticoy area; (3) 50,000 square feet of office development on a 3.5-acre site along Ralston Drive. The Auto Center industrial project is included in the Auto Center district; the other two projects are included in the "vacant" category. The square footage associated with these projects has been added to the projections of future growth to provide a "worst-case" analysis of possible future impacts.

Expansion Area Acres by Use

Intensification/Reuse + N. Avenue + Olivas + Serra				
	N. Avenue	Olivas	Serra	Total
Res. Low	10	120	70	**200**
Res. Medium	5	40	32	**77**
Res. High	2	10	8	**20**
Office		24	14	**38**
Retail	1	6	5	**12**
Schools	10	60	40	**110**
Open Space	25	655	257	**937**
Other	2	15	12	**29**
Total	**55**	**930**	**438**	**1,423**

Intensification/Reuse + N. Avenue + Olivas			
	N. Avenue	Olivas	Total
Res. Low	15	160	**175**
Res. Medium	8	80	**88**
Res. High	5	15	**20**
Office	3	35	**38**
Retail	2	10	**12**
Schools	10	60	**70**
Open Space	10	555	**565**
Other	2	15	**17**
Total	**55**	**930**	**985**

Intensification/Reuse + N. Avenue + Serra			
	N. Avenue	Serra	Total
Res. Low	15	140	**155**
Res. Medium	8	60	**68**
Res. High	5	30	**35**
Office	3	35	**38**
Retail	2	10	**12**
Schools	10	40	**50**
Open Space	10	111	**121**
Other	2	12	**14**
Total	**55**	**438**	**493**

Intensification/Reuse N. Avenue + W. Canada Larga			
	N. Avenue	W. Canada Larga	Total
Res. Low			0
Res. Medium			0
Res. High	34	60	94
Office	12	24	36
Retail	5	6	11
Schools			0
Open Space	2	30	32
Other	2	1	3
Total	**55**	**121**	**176**

Intensification/Reuse N. Avenue + Poinsettia			
	N. Avenue	Poinsettia	Total
Res. Low	15	140	155
Res. Medium	8	60	68
Res. High	5	30	35
Office	3	35	38
Retail	2	10	12
Schools	10	30	40
Open Space	10	103	113
Other	2	10	12
Total	**55**	**418**	**473**

Appendix D

Cultural Resources List

CITY OF SAN BUENAVENTURA
HISTORIC LANDMARKS & DISTRICTS

April 1, 2002

NO.	LANDMARK NAME	ADDRESS	ADDITIONAL INFORMATION

1. Olivas Adobe **4200 Olivas Park Drive** SL/NRHP
Designated February 11, 1974 (CA-VEN-815H)

This two-story Monterey style adobe was the center of San Miguel Rancho. Built in 1847 by Don Raymundo Olivas, a prominent cattle and sheep rancher, it was owned by the family until 1899. Restored in the late 1920s by millionaire Max Fleischmann of Fleischmann Yeast and Margarine fame, the historic house was given to the City of San Buenaventura in 1961. Now a historic museum, it is dedicated to Ventura's rancho heritage.

2. Ortega Adobe **215 West Main Street** (CA-VEN-785H)
Designated February 11, 1974

Emigdio Miguel Ortega, grandson of Josef Francisco de Ortega, discoverer of San Francisco Bay in 1734, and comandante of Santa Barbara in 1782, was born at Mission San Diego. Emigdio was appointed Sergeant of the Santa Barbara Company in 18111818 and comisionado at Los Angeles in 1918. He married Concepcion Dominguez at Mission Santa Barbara. Through the land grant of 1830-1850 for Rancho Ex-Mission Santa Buenaventura from Governor Pio Pico, he bought the 200 x 200 foot lot and built the adobe in 1855-57. The west half of the adobe was washed away by the floods of 1862 and rebuilt using the original roof tiles from the Mission San Buenaventura. In 1897, Emilio C. Ortega, son of Emigdio and Conception, began and operated from the adobe, the now famous Ortega Chili Factory. Located at 215 W Main Street, it was the townhouse of the Ortega Family, built in 1857.

3. Father Serra Statue **501 Poli Street**
Designated February 11, 1974

This bronze statue was designed by John Palo-Kanges and represents an idealized image of Father Junipero Serra, the founder of Mission San Buenaventura. Located in front of Ventura's City Hall on California Street, the original cement statue was a WPA project in 1936. Due to weathering, the original was placed in storage in 1989 and replaced by the present bronze one. The wooden statue used to mold the bronze statue is located in the atrium of the City Hall. It was unveiled in November 1936.

4. **City Hall** — **601 Poli Street** — SL/NRHP
Designated February 11, 1974

Constructed in 1912, it served as the Ventura County Courthouse until 1962. Designed by famed Los Angeles architect, Albert C. Martin Sr. in the "Beau Arts" or Neo-classic style. The building features the faces of 24 monks on the facade and stained glass skylights and domes in the interior. Restored and converted into Ventura's City Hall in 1972, it stands as one of the state's premier civic buildings. The west wing, formerly the county sheriffs office and jail, was restored and added to the City Hall designation in 1988.

5. **Grant Park Cross** — **Ferro Drive** — SL(Site)
Designated February 11, 1974

The wooden cross, made of pine from Santa Paula Canyon, was placed on this site to commemorate the original cross erected by Father Junipero Serra when he founded Mission San Buenaventura in 1782. Two earlier crosses had blown down by 1875 and were not replaced again until the ladies of the ECO Club, a service club, erected the present cross on Admission Day, September 9, 1912.

6. **Mission Plaza Archeological Site** — **100 Block E. Main Street Mission Plaza Park North side of Main Street including the Albinger Museum, Filtration building** — NRHP District SL (CA-VEN-4-87)
Designated February 11, 1974

The Mission Plaza Archaeological Project studied the area west of Mission San Buenaventura Church and along Valdez Alley from 1973 to 1975. A number of important features covering 3,500 years of history were uncovered at the site. These features include five mission building foundations, ceramic pipelines, an adobe brick factory, a well, an earth oven, and a water filtration building. Nicknamed El Caballo (the Horse) because of a carved wall feature in the shape of an animal head, the filtration building, built in 1782 by Chumash labor under the direction of Father Pedro Cambon, is the oldest standing structure in Ventura County. In the late 1860s, the building was used as a jail. The Mission Plaza Archaeological site includes VEN-4, which was recorded in 1951 in the UCLA Archaeological Survey Archives. The approximately one and one half acre area was designated as a local historic landmark on February 11,1974.

7. **Conklin Residence** — **608 East Thompson Blvd.** — Mitchell Block
Designated May 6, 1974

Located at 608 E Thompson Blvd., the home was originally built in 1877 by Dr. Solomon Leander Stuart, a dentist, whose office was located on California Street between Main and Santa Clara Streets. He is thought to have been a descendent of the artist Gilbert Stuart. The home was then deeded in 1887 to E. L. Mitchell, proprietor of a brick business and builder of two of the homes within the Mitchell Block. Marguerite Conklin, granddaughter of Marada Waton and owner of the property in 1918, lived her entire life within this restored Cape Cod style home

midst her family heirlooms. It is folklore that her mantle clock, silent on the day of her passing in 1977, would never be operable again. The exterior was changed to its present Cape Cod appearance in 1927.

8. Mission Norfolk Pines **211E Main Street** Mission District
Designated July 1, 1974

Two of the tallest trees in the City, these large Norfolk Island Pines (*araucaria excilas*) are located adjacent to the San Buenaventura Mission. The trees were planted in the 1880s, and legend suggests that they were brought here from Norfolk Island by a sea captain to be used as replacement masts for his ship. The captain, perhaps lost at sea, never returned to claim his trees. Traditionally, the trees are lit with colored lights during the holiday season and can be seen from miles along Highway 101.

In November 2000, the America The Beautiful Fund designated the pines as California's Millennium Landmark Trees. The non-profit group has given the designation to at least one tree in each of the 50 states that "has seen the nation progress form a largely rural, farming community to an industrial powerhouse." The mission Norfolk Pines were the first trees to be given the designation in California.

9. Mound Pepper Tree **5430 Telegraph Road** *No longer exists*
Designated July 1, 1974

The Mound Pepper Tree was located 25 feet west of the east property line of the Mound Guest Home. It was cited as the oldest and largest tree of its specie in the City. It was 100 years old, 43 feet tall, 23.5 feet in circumference at its narrowest point two feet above ground and had a 100-foot branch spread.

10. San Buenaventura Mission **211E Main Street** NRHP District
Designated July 1, 1974

Father Junipero Serra founded Mission San Buenaventura on Easter Sunday, March 31, 1782. It was the ninth and last mission founded by Father Serra. Construction on the first adobe mission church began in 1787, but problems forced its demolition in 1790. The present stone and adobe church was built just to the east of the original structure and completed in 1809. The Mexican Government secularized the missions in 1834, and in 1846, Mission San Buenaventura was sold to Jose Arnaz and became known as Rancho Ex-Mission. In 1862, President Abraham Lincoln returned the Mission San Buenaventura Church to the Catholic Church, which owns it to this day.

11. Plaza Park Moreton Bay Fig Tree **Chestnut and Santa Clara Streets**
Designated July 1, 1974

The Moreton Bay Fig tree, which was planted in Plaza Park in 1874, is thought to be the largest tree of its species, being 68 feet high with a branch spread of 130 feet in the City. It is a *ficus*

macrophylla, which is a native of Queensland Australia. The tree is located at the northwest comer of Plaza Park at Chestnut and Santa Clara Streets.

12. **Mission Plaza Moreton100 Block East Main Street** Mission District/NHRP
Bay Fig Tree
Designated July 1, 1974

The Mission Plaza Moreton Bay Fig Tree (*ficus macrophylla*) dominates the east side of Mission Plaza Park, along Figueroa Plaza. Its branches have a spread of over 100 feet and its circumference is 18 feet. The tree is over 120 years old. This area is part of the Mission National Register of Historic Places (NRHP) District.

13. **Baker Residence** **2107 Poli Street**
Designated September 23, 1975

Located at 2107 Poli Street, the home was built in 1888 by architect Franklin Pierce and it is a well-preserved model of Victorian architecture.

14. **Judge Ewing Residence** **605 Poli Street**
Designated September 23, 1975

This house was built in 1894 for Judge Felix Ewing, then the only judge in Ventura County. It was built in the popular Queen Anne style. The large wrap-around porch was elaborate for its time. The library has special carved paneling and tiled floors. The stone used in the walls was quarried in Foster Park north of Ventura. The building is now used as law offices.

15. **Theodore Groene Building** **592 East Main Street**
Bahn's Jewelry Store
Designated October 27, 1975

This building was originally constructed in the late 1920's as a bank for the Ventura Guarantee and Loan. Although it served as a home for many different businesses, it is primarily known as being occupied by the Bahn's Jewelry Store. Purchased by Theodore Groene in 1961, it was then restored by the contractor, Clyde Campbell. The building features a beautiful interior, including three large murals by Norman Kennedy. The exterior is noteworthy because of the lovely brickwork and the unusual ceramic tiles. The original white paint was removed from the building in 1982.

16. **San Miguel Chapel Site** **NE corner Thompson Blvd.** NRHP
Designated October 27, 1975

Located at the northeast corner of the intersection of Thompson Boulevard and Palm Street. The San Miguel Chapel, originally constructed of adobe brick about 1790, served as a place of worship while the Mission San Buenaventura was being built. The Chapel was the first permanent structure in Ventura built by non-Aboriginal man. A second chapel, half the size of the first, was built on the site after the original chapel was destroyed by the earthquake of 1812. Subsequently, the chapel suffered extensive damage from natural causes, and, in 1873, the walls

were torn down. The site was excavated by students from Moorpark College, starting in 1974. Excavated features include the uncovered aqueduct, which served the Mission, a rock foundation, a bell tower, and a section of painted wall.

17. **Robert Stacy Judd Church** **101 Laurel Street**
Church of Religious Science
Designated December 1, 1975

This unusual building was designed for Ventura's First Baptist Church by Hollywood architect Robert Stacy-Judd. Finished in 1931, the church stands as a monument to the Mayan Revival style. Due to funds provided by local sculptor, Jason Herron, the building was restored in the mid 1980s.

18. **Shisholop Village Site/** **South end Figueroa Street** (CA-VEN-3)
Cabrillo's Landing
Designated December 22, 1975

Located directly on the beach at the foot of Figueroa Street is the site of the Chumash Indian village called Shisholop by the missionaries who settled Ventura. Believed to have been a Chumash provincial capital, Shisholop was first settled shortly after A.D. 1000 and reached its zenith about the time it was visited in 1542 by Portuguese navigator Juan Rodriguez Cabrillo, while on an exploratory expedition for Spain. The location of Shisholop Village and the Cabrillo landing was designated a historical site on December 22, 1975.

19. **Elizabeth Bard Memorial Hospital** **121 North Fir Street**
Designated March 8, 1976

Opened on January 1, 1902, by brothers Senator Thomas R. Bard and Dr. Cephas Little Bard as a memorial to their mother, the Elizabeth Bard memorial Hospital is Ventura's only remaining Mission Revival building. Located on a hillside just two blocks east of City Hall, the structure, with its arched loggia, scalloped parapeted gables and domed bell tower, stands out as one of the finest works of well-known local builder Selwyn Locke Shaw. Cephas Bard, who came to Ventura in 1868, is said to have been the County's first doctor. He was also the first patient to die in the Bard Hospital in 1902. The building, which has been rehabilitated for use as offices, was designated a historic landmark on March 8, 1976.

20. **Ventura Wharf (Pier)** **Harbor Blvd. east of California Street**
Designated March 29, 1976

The Ventura Wharf was partially destroyed in 1926 and was rebuilt as it appears today. Located off of Harbor Boulevard between California Street and Fir Street, the pier was built to encourage growth in Ventura and to provide an outlet for farmers and their crops. The pier was considered a public utility and "absolutely indispensable" to the city's economy. The wooden structure includes a restaurant and a bait and tackle shop. The pier is a point of interest for today's tourists, as it was a promenade for residents in early days. It is said to be one of the longest piers on the California Coast.

21. Franz Residence **31 North Oak Street**
Designated March 29, 1976

The Emanuel Franz House, built in 1879, is the only remaining unaltered example of urban Italianate architecture from the 1870s to be found in the city. The house was built for Emanuel Franz, an Austrian immigrant who operated one of the first mercantile businesses on Main Street, just a half block from his home. Franz and his new bride moved into the house in 1880. All of their six children were born in the house. The Franz family owned the house continuously until 1975. Located at 31 N. Oak Street, it has an interesting front stoop and widow's watch. Designated March 29, 1976 and placed on the National Register June 25, 1982.

22. Magnolia Tree **739 East Santa Clara Street** *No longer exists*
Designated March 29, 1976

Planted at 739 E. Santa Clara Street by Charles G. Bartlett ca. 1907. It is the oldest of its species in the City. It was cut down by the owner in August 2002.

23. Great Pacific Iron Works **235 West Santa Clara Street**
Designated October 4, 1976

Located at 235 W. Santa Clara Street. Originally housed the Hobson Brother's meat packing business which was established in the 1870's. Currently owned and operated by Lost Arrow/Patagonia.

24. Ventura Theater **26 South Chestnut Street**
Designated October 4, 1976

Built in 1928, it was the city's only luxurious movie theater during the movie palace era.

25. First Post Office Bldg. **377 East Main Street**
Designated October 4, 1976

Located at 377 E. Main Street, it is the building that housed Ventura's first post office. Built in 1902, it was used until 1919 for that purpose. Currently the building houses Attention To Detail, a home furnishings business.

26. Hitching Post **88 North Ann Street**
Designated October 4, 1976

Located at 88 North Ann Street. This is one of the last remaining hitching posts in place in the City.

27. Apostolic Church **902 East Main Street**
Designated December 20, 1976

Located at 902 E. Main St. This was originally the Alice Bartlett Club. The building has both architectural and historical significance. It was moved to its present location in 1922.

28. **Southern Methodist Episcopal Church** — **896 East Main Street**
Designated July 11, 1977

Located at 896 E. Main Street. The church was built in 1890 and is the last of the original seven churches built in the City during that time. It is in the Gothic style with a high steeple and beautiful stained glass windows. It currently houses the Victorian Rose Bed & Breakfast.

29. **Post Office Murals** — **675 East Santa Clara Street**
Designated October 24, 1977

Located in the Post Office at 675 E Santa Clara Street, the murals were painted by Gordon Grant in 1936-37. The project was sponsored by the Federal Arts project of the WPA.

30. **Livery/County Garage** **34 North Palm Street**
Designated November 21, 1977

Located on Palm Street, the site has been in use since 1875 as a livery stable, then stable and garage until it was purchased by the County in 1921. It now houses the Livery Theatre, office, and retail uses.

31. **Packard Garage** — **42 North Chestnut Street**
Designated November 21, 1977

Located on Chestnut Street, the building was originally constructed in 1925 to be used as a garage and showroom. The County purchased the building in 1956 for use as a warehouse. It is currently vacant.

32. **Peirano Store** — **204 East Main Street** — Mission District
Designated January 16, 1978

Oldest brick building in the City, built in November 1877. Located at the southeast corner of Main Street and Figueroa Plaza. Owned by the Peirano family since 1890 and in constant use as a grocery store since 1877 until Nick Peirano, nephew of the original owner, retired in 1986. It has housed a restaurant since September 1998.

33. **Peirano Residence (Parrish Law Offices)** — **107 So Figueroa Street** — Mission District
Designated January 16, 1978

House located at the southwest corner of Figueroa and Santa Clara Streets. Built in 1897 by the Peirano family and in constant use by the family until 1976. House is 1-1/2 story wood frame with gabled roof. Restored by Donald Parrish and currently used as a law office.

34. Theodosia Burr Shepherd Gardens — **SE corner of Poli and Chestnut Streets** — Point of Interest
Designated July 17,1978

The original gardens of one of California's most famous horticulturists, were located between Main and Poli, Chestnut and Fir Streets. All that remains is a Star Pine and a Bird of Paradise. Designated a Point of Interest July 17, 1978.

35. Feraud Store & Bakery 2 West Main Street (1903 Building) — NRHP
Designated July 17, 1978

Located at the southwest comer of Main Street and Ventura Avenue, the Feraud Bakery and Grocery Store was begun by Jules Feraud in 1903. The bakery stayed in the family until 1944. Currently owned by Robert Addison and used as a retail store. Designated a Point of Interest July 17, 1978.

36. First National Bank of Ventura 1904 — **401 East Main Street** — Point of Interest
Designated August 13, 1978

Located at 401E Main Street, the building was opened in June 1904 as the First National Bank. The building has been much altered over the years for various commercial uses. Designated a Point of Interest August 14, 1978.

37. First National Bank of Ventura 1926 — **494 East Main Street**
Designated October 16, 1978

Located at the cornerstone of the downtown area at Main and California Streets, this building was used as a bank for many years. First as the First National Bank of Ventura, then Bank of America, Security First National, Channel Island State Bank and Wells Fargo before becoming the American Commercial Bank. The building currently houses a retail furniture store on the ground floor and offices on upper floors.

38. Bank of Italy — **394 E. Main Street**
Designated December 4, 1978

Located at 394 E Main Street, the building was constructed in 1923-24 after being promoted by John Lagomarsino, Sr. The architectural style is Italian Renaissance Revival, which was widely used for commercial structures at that time. The building currently houses retail uses on the ground floor and office uses on the second floor.

39. **Dr. T. E. Cunnane Residence** **128 S. California Street**
Designated December 18, 1978

Located at 128 S. California Street, this structure was the home and office of Dr. Thomas E. Cunnane, the city's physician after the death of Dr. Bard in 1902. The structure is one of the few remaining examples of Queen Anne cottage style architecture. Now used as business offices.

40. **A. C. Martin Building (Bella Maggiore Inn)** **69 S. California Street**
Designated April 9, 1979

The facade is at 69 S. California Street. The building was constructed in 1926. The architect was A. C. Martin of Los Angeles, who also designed the current City Hall. The style of the facade is taken from Spanish Renaissance sources. Restored by Tom Wood and currently houses the Bella Maggiore Inn. At one time it was known as El Nido Hotel.

41. **Robert Sudden Residence** **825 Front Street**
Designated April 9, 1979

The house at 825 Front Street was built in 1886 by Captain Robert Sudden. It was originally located at Fir and Meta streets and was moved to its present location in 1916.

42. **Robert M. Sheridan Residence** **1029 Poli Street**
Designated May 21, 1979
Located at 1029 Poli Street, this craftsman bungalow house deviates from the traditional box-like shaped bungalow. Historically the house is important for it was built by Robert M. Sheridan, son of early pioneer E. M. Sheridan, who was editor of the Ventura Signal. The house was used by Robert and his wife, Ellen, who was a well-known editor, writer and designer.

43. **Chaffey & McKeeby Einstein & Bernheim General Store (building demolished)** **SE corner Main and Palm Streets** Point of Interest
Designated May 21, 1979

This building was located at the southeast corner of Main and Palm Streets and was demolished because of structural problems in December 1979. The building was originally two general merchandise stores built in 1872. The owners were associated with the early development of the City; the Einstein and Bernheim store eventually became the Great Eastern Department Store. The site now houses Mid-State Bank.

44. **Dudley House** **SW corner Loma Vista and Ashwood Ave.** NRHP
Designated January 21, 1980

The Dudley House, built in 1891, was originally located at the northwest corner of Telegraph Road and Ashwood Avenue and was moved in 1977 to the southwest corner of Ashwood and Loma Vista Road, where it is being developed and managed as an historical resource. The

farmhouse was part of a 200-acre ranch owned and occupied by the Dudley family for five generations. The house was built by Selwyn Shaw, well know local builder and craftsman. The house is currently being restored by the San Buenaventura Heritage Foundation.

45. Righetti House **125 W. Park Row Avenue**
Designated January 21, 1980

This late Queen Anne period house with elements of Classical Revival was constructed in 1918 for Daniel J. Righetti, who owned a shop on Main Street offering billiards, cigars, tobacco and confections. The Righettis were a pioneer Italian family in Ventura and lived in the house until 1922. In 1923 Dr. Julius Bianchi, a prominent local physician who served as U.S. envoy to Guatemala from 1920 to 1922, purchased the home and had his practice there for three years. He became president of the Ventura County Medical Society in 1926. On January 24, 1947, Mr. Sidney Houghton had the house moved from its original Main Street location along Valdez Alley near the Mission to its current location on Park Row Avenue. Architecturally, the house is important as one of the relatively few unaltered examples of the late Queen Anne period remaining in Ventura. Queen Anne elements include a tower, gables and bay. Classical Revival can be seen in the large, sweeping, curved porch with its classical columns. The hose serves as an important visual landmark for the Avenue Area.

46. Selwyn Shaw House **140 N. Ann Street**
Designated January 21, 1980

Selwyn Lock Shaw, a prominent carpenter/builder who was responsible for the construction of many local Victorian style residences, as well as the Bard Hospital and Methodist Episcopal Church, built this Queen Anne style house for himself in 1888. This house is one of several on a block of primarily Victorian style houses owned and occupied by members of the Shaw family. The hillside home has a distinctive half-octagon bay. Located at 140 North Ann Street it is a triple story with a half-octagon bay window with elaborate roofline.

47. Jacques Roos House **82 S. Ash Street**
Designated March 17, 1980

Jacques Roos, President of the Great Eastern Department Store, had this house built in 1892. It is a pattern house in the Queen Anne cottage style with significant Eastlake influences. The Eastlake elements are clear in the elaborately turned porch columns, spindle work and balustrade. The fine craftsmanship of this house can be seen in the meticulous detail, including elaborate sunburst patterns and flower designs in the shingles, bargeboard, and frieze. The windows make use of attractive flashed glass and are outlined by half columns. The Queen Anne influence is seen in the multiple gables and bays. This house is significant as the most elaborate example of Queen Anne cottage to be found in the City. The house was originally designated as the Wilson House. The name derived from A. E. Wilson, a clerk at the Great Eastern Department Store, who lived in the house in 1910 through 1911. When additional information identified the owner as Jacques Roos, the designated name was changed in 1991.

48. Dacy Fazio House **557 E. Thompson Blvd.**
Designated April 14, 1980

Orville Wadleigh, an early Ventura County rancher and City Trustee in 1918-1919, had this house built for his daughter Dacy Fazio in 1910. Dacy was married to Ben Fazio, owner and operator of the Fazio-Newby grocery store on Main Street. The house is a typical Craftsman Bungalow, but the property includes a carriage house/barn, which is significant as the only remaining example of a carriage house in the old downtown. The style and construction of the structure indicate that it may be older that the house itself. The house was restored in 1980 by Ira Goldenring for use as the Law Offices of Goldenring and Goldenring.

49. Terry House **4949 Foothill Road**
Designated July 14, 1980

Located at 4949 Foothill Road, now the Unitarian Church. The house was built in 1917 by J. Myers of Oxnard, for Wellington G. Wide. The Wide Family lived in the house until 1922 when it was purchased by Joe Terry, Sr. The building combines several different styles of architecture, and is a one-of-a-kind example left in Ventura of a ranch/farm house built for an affluent family of that period.

50. Bert Shaw House **1141 Poli Street**
Designated September 15, 1980

Built in 1896 by Jesse Bert Shaw, the son of Selwyn Shaw and a carpenter/builder like his father, this one-and-a-half story Victorian, with a medium high pitched cross gable roof and plain boxed cornice, is one of several houses built and lived in by members of the Shaw family along the 1100 block of Poli Street. The main feature of this house is a modified Palladian window on the front. A flat roofed addition was added on the west in 1929.

51. Blackstock House **835 E Main Street**
Designated September 15, 1980

The Blackstock House, thought to be the work of architect Charles Russell, was the home of James Blackstock, Main Street businessman and proprietor of the Central Cash and Meat Market and the Union Ice Co. from 1916 to 1926. The house was constructed in 1901 on the site of what is now the Ventura City Hall on Poli Street (originally built as the Ventura County Courthouse), and was moved ten years later to its present site at 835 Main Street, a prestigious address in early Ventura. The house remained in the Blackstock Family until 1944.

The Blackstock House marks a stylistic transition form the Queen Anne mode of Victorian design period which was ending at the turn of the century, to the Classical or Colonial revivals which swept the nation from about 1880 to 1950. The square tower of the Blackstock House, with its pointed peak (hipped roof) distinctly echoes the Victorian style. The classical or Colonial detail s can be seen in the modillions (Flat brackets under the eaves) that support the eaves, the elaborate frieze details above the second floor window, the articulation of the two stories with different classical orders and the triangular pediment above the portico.

52. Sifford House **162 S. Ash Street**
Designated September 15, 1980

The house is located in 1895 for the Frank Sifford family. Mr. Sifford was owner of the Ventura Transfer Company. His wife, Cora, was active in the Native Daughters of the Golden West. Unique characteristics include a portico columned front door, framed by a horseshoe shaped arch. The second story is accentuated by a small balcony above the front porch. Originally, the Palladian style window to the left of the font door contained stained glass in the arched center section. The house is a two-story box like shape and is a transition between the Queen Anne and Colonial Revival styles.

53. Nellie Clover House **857 E. Main Street**
Designated November 1980

This house is a fine example of a classical turn of the century cottage. The Main Street lot originally belonged to Thomas Binns who died in 1891 and left the property to Eleanor Clover, mother of Melvin Clover. Melvin married his housekeeper, Nellie (nee' de la Riva), and they first occupied the house in 1911. Their marriage lasted less than a year. The house was deeded to Nellie in 1913 and she retained ownership until her death in 1964. The de la Riva family has a long history on Ventura, and the Binns were related to the Sheridans, another prominent family.

The house incorporates several distinctive architectural features. A dentiled Italianate cornice surround the building. A hipped roof with a large shingled pediment porch is supported by classical Corinthian columns. The shingle pediment features a Palladian style vent. The buildings features also include narrow clapboard siding, bay windows and a decorative redwood front door with a sunburst design.

54. Kimball House **7891 E Telephone Road**
(Hertel Office Bldg.)
Designated July 1981

Eugene C. Kimball, a well-known rancher and inventor of farm machinery, built this house in 1929 for his growing family. Eugene C. Kimball was the son of Charles Newton Kimball who came to Ventura from Massachusetts in 1876 and farmed near Seaward Avenue between Main Street and Thompson Boulevard. The architect for the house was Alfred Frank Priest of Los Angeles. The house has elements of the Colonial Revival style. Mission style is seen in the arches, courtyard, and the red tile roof, with touches of Monterey revival style in the wood columns. The interior for the house remains much as it did when originally constructed. It is a one-story residence with a basement, of approximately 4,500 square feet, containing four bedrooms located on a little over on1.5 acres.

55. Dunning House **932 E Main Street**
Designated September 1981

This house is a single story California Bungalow built around 1920. It has a side facing the porch. Large stucco columns with a diamond design support the porch roof. The slanted bay

window on the east side of the house contains a window seat. The house is covered with clapboard siding and has a red brick chimney. Both exterior and interior retain the original California Bungalow feeling and are in excellent condition. William Arthur Dunning, a local rancher, constructed the house, which was continuously occupied by the Dunning family until 1965.

56. Granger House **1206 E Main Street**
Designated January 1982

One and a half story vernacular Victorian house featuring a high pitched truncated hipped roof topped with iron cresting and intersecting gables on the south and west side. House built in 1902 by W. H. Granger, a local grocer; his wife Effie lived in the house as late as 1917.

57. Morrison House **331 Poli Street**
Designated May 18, 1982

John C. Morrison was the first owner of this property which was built in 1880. The two and one-half story vernacular Victorian farmhouse features a prominent tower and a profusion of Eastlake details. J. C. Morrison was the first owner of this property. He was prominent locally and was involved in real estate with Thomas Bard. This two-and-a-half story vernacular Victorian farmhouse features a prominent tower and a profusion of Eastlake details. The detailed port frieze combines spindle and spool decoration with cutout stick work. The house was moved from 1785 North Ventura Avenue in 1985 to 320 W. Main Street to undergo restoration before being relocated to 331 Poli Street..

58. Mission Aqueduct **East end of Vince Street**
Designated August 2, 1982

Chumash Indians labored to construct the approximately eight-foot high wall of rubble that forms the main channel of the Mission Aqueduct. Constructed between 1702 and 1850, the aqueduct system included a dam, reservoir, filtration building, lavandaria, and fountains. Starting at the convergence of San Antonio Creek and the Ventura River, the aqueduct extended approximately seven miles, winding its way along the base of the foothills toward the mission and mission gardens, watering farms along the way.

The aqueduct was heavily damaged in the great flood of 1862, but with repairs, it continued to be used into the 1870's. Dynamite was used to blast a hole through the aqueduct during the construction of a county road. Segments of the aqueduct are still visible today, and a part of the wall exists in the basement of a house built in 1989. Located at the eastern end of Vince and Lewis Streets, it is the largest and most intact stretch of surface aqueduct known to exist. Unique features include a slight elevation of one section to slow the flow of water and prevention of overflow by building up one side of the aqueduct.

59. Blackburn House **721 E Main Street**
Designated January 9, 1984

The David S. Blackburn house was built in the late 1880s. It was constructed in the late Queen Anne style and has Colonial Revival elements. It is the most elaborate home from the turn of the 20th century still remaining on Main Street. The home is a large, two-story structure with a shingled tower, wrap around porch and an attached water tower. Notable interior features include intricate fireplaces, leaded glass window, arched ceiling, special moldings and hardwood floors. An addition built on the west side for office space makes careful use of matching materials.

60. Alessandro Lagoon **Junction of Vista Del Mar**
Designated December 1982 **Drive and Alessandro Drive**

In the later 19th and early 20th Centuries the site of the Alessandro Lagoon was known as Chautauqua flats and was a popular spot for camping and amusement enterprises. Today, it is one of the few existing fresh water refuges of the Pacific Coast flyway within Ventura County. The area is a triangular piece of land approximately 7.0 acres extending easterly from the junction of Vista Del Mar Drive and Alessandro Drive to a point of approximately 0.3 miles on Alessandro Drive which is west of the northern border fence of U. S. Highway 101. The area is presently enclosed in a seven-foot high chain link fence.

61. Elwell House **143 So Figueroa Street**
Designated March 7, 1985

The Elwell house was built in 1892 and belonged to William Elwell and his wife Elel Frieda Tico Elwell, descendents of important California and Yankee families.

This house is a single story house with a medium pitched hipped roof with an offset gable and slanted bay window. Decorative brackets in sets of three are found under the eaves and the bay window has diamond panes in the upper portion. The front porch, featuring turned columns and saw-tooth molding, has been extended and enclosed. An addition was made to the rear of the house in the 1920's. Asbestos shingles were added to the exterior of the house. Don Parrish restored the house for use as offices.

62. Suyter House **1157 Poli Street** Shaw District
Designated April 22, 1985

The William Suytar house was built in 1890-91 by Selwyn Shaw as a rental house. It is one of three landmarks located in the Selwyn Shaw Historic District. This Queen Anne-style residence features a prominent two-story slanted bay tower which extends from the side facing high-pitched gable roof. The tower roof is octagon shaped with a rooster finial at the peak. Decorative details include fish scale shingles, stained glass, dentils and elaborate flower and tendril applied design in small porch gable. The landmark takes its name from 1920s resident William Suyter, who served as a local deputy sheriff. It was moved from 334 S Oak Street at the time of the Beachfront Redevelopment.

63. El Jardin Patio Building **451-61 E. Main Street**
Designated August 12, 1985

The El Jardin (Garden) Patio building was designed as one of the earliest outdoor malls in Southern California. The shopping court was very popular in the 1920s, but El Jardin appears to be the only example built in Ventura. The two-story structure, with shops and offices opening onto an interior courtyard, remains basically unchanged from its original design. A large archway on Main Street leads to a well landscaped courtyard built on three levels. The wood trimmed stucco building has large multi-paned arched windows, wrought iron railing and lamps, carved wooden spools, beams, and brackets and mission tile. Some of the tile has been replaced with brick tile. The use of low pitched tile parapets and flush tile roof lines enhance the effect of a "Spanish Village." In the 1950s, the arched front entrances and side windows on the street level were removed and replaced with large display windows.

El Jardin Patio was designed by the prominent Los Angeles architectural firm of Weber, Staunton and Spalding in 1925 for G.W. Chrisman and W.B. and Mary Alpin. The Alpins ran La Foresial, a flower shop on the west side of the courtyard, for many years. Their son, William Alpin, a photographer for Sunset Magazine, had his studio in the rear of the courtyard.

One of the earliest tenants of El Jardin was the Jack Rose Smart Shop, which was the first retailer in town to sell off-the-rack women's fashion. This store occupied the Main Street location east of the archway. Jack Rose, a man who believed downtown businesses, opened his first Ventura store in 1925 and continued to personally operate a downtown Main Street store until his death in 1955. In 1948, he built the art deco Jack Rose Building on the northwest corner of Main and Chestnut Streets to house his store.

64. Robert Brakey Residence **413 Poli Street**
Designated October 14, 1985.

The Brakey House was built in 1890 for Ventura's well known house mover, Robert E. Brakey. Although the house has been altered, it still retains the significant features of its original Victorian character. The Brakey family continued to live on this property through the 1930s. Robert Brakey was a City Trustee in 1916-17. His son, John R. Brakey continued the house moving business and among his accomplishments was the moving of the Port Hueneme Lighthouse which, unfortunately, no longer remains. John also accumulated a large collection of historic photographs, which can be seen at the Ventura County Historical Museum.

65. Judge Ben T. Williams House **386 Franklin Lane**
Designated January 26, 1987

The Judge Ben T. Williams House was built on the Avenue around 1890 possibly by Selwyn Shaw. Around 1950 it was moved to Franklin Lane. It is an example of a Queen Anne ranch house, with Stick-Eastlake influence. Benjamin Tully Williams was Judge of the Superior Court of Ventura for many years during the 1890's and early 1900's. He was also one of the most powerful political figures in the County during that time.

66. **Charles Corcoran House** **831 Buena Vista Street**
Designated April 1, 1986

The Charles B. Corcoran Houses embody the distinctive characteristics of a type of and period of construction. The original house, built in the California Bungalow style in 1910, is a single story house with low pitched roofs, a porch with overhanging gables supported by elephantine columns, a cast concrete block foundation, and wood siding. This bungalow also includes a large Palladian bay window. The 1930 house is a much finer example of its style. Built in the Mediterranean, or Spanish Colonial Revival style, the architecture includes a red tile roof with low pitch, stucco walls, arched doorways throughout, wrought iron balconies and railings, and exposed rafters and beams.

67. **Charles Cooper House** **163 Cedar Street**
October 14, 1986

Charles L. Cooper, a carpenter, purchased this property in 1886 and built the house in the same year. One of the more noted owners was Mr. Frank White, owner from 1929-49. Mr. White was a horticulturist and developed new strains of many common flowers. The house represents a particular period of local history when Ventura was only a small community; just prior to the tremendous economic boom created by the arrival of the Southern Pacific Railroad in 1887.

68. **Josiah Keene House** **41 Bell Way**
Designated September 28, 1987

The Josiah Keene home was built near Ventura Avenue around 1872, making it one of the first grand homes built in San Buenaventura after incorporation. Josiah Keene was a veteran of the Civil War; a former U.S. Treasury employee; and a San Buenaventura area rancher. The house, which was moved to 41 Bell Way in 1928, is perhaps the City's only example of Second Empire/Victorian Residential style.

69. **Hartman House** **73 No Palm Street**
Designated September 28, 1987

In 1911, the Hartman family moved into this residence. Previously, portions of the San Buenaventura Mission complex and a brewery were on the property. The house is a well-preserved example of the Craftsman Bungalow style, which was prevalent in California in the first quarter of the 20th century, and contains many of the woodwork details, which were part of that style. Gayle Kieran restored the house in 1988 and it is now used as offices.

70. **J. A. Day House** **759 E Poli Street**
Designated April 25, 1988

In 1889, prominent local grocer J.A. Day built this Victorian home, in the Stick-Eastlake style. The structure contains unique carpentry work with a profusion of wood detail in the balusters and frieze, with crafted decorative pediments over the windows, and stained glass over the door and around the windows. The J.A. Day home reinforces the historical feeling of the nearby Selwyn Shaw Historic District.

71. **Ventura Insurance Bldg** **692 E Main Street**
(Rosarito Beach Restaurant)
Designated April 25, 1988

In 1937, this building was built for the Ventura County Mutual Fire Insurance Company. The concrete structure is unique for San Buenaventura in its classic expression of Art Deco or Moderne style with Aztec Revival flower elements in the design. The noted Los Angeles Architect William W. Ache created the design. Mr. Frank Nam restored the building in 1988 and it is now the Rosarito Beach Restaurant.

72. **Erburu House** **2465 Hall Canyon Road**
Designated January 5, 1989

The house at 2465 Hall Canyon Road was built in 1909 by Mariano Erburu as a residence for his family. This 1½ story California Craftsman Bungalow is distinctive in its size, with 4,000 sq. ft of floor space. The front of the house has a low gable roof with a large gable dormer. The house's exterior is clapboard siding, with wide framed casement and double hung windows. Mr. Erburu, an immigrant from Spain, was a prominent Ventura businessman. Mr. Erburu primarily was in the sheep business and at one time owned a flock of over 300 head. In the late 1890's he also was a partner in a mercantile business with J. Feraud. The house was the first in the area and a focal point for those traveling to Ventura through Hall Canyon. The present owners, Robert and Pauline Chianese, have authentically restored both the interior and exterior of the house.

73. **McCoskey Love House** **119 S. Figueroa Street**
(Parrish restored to office bldg)
Designated July 17, 1989

Ada McCoskey Love was the widow of prominent Ventura physician, J. H. Love. Dr. Love came to Ventura in 1891 and was a major figure in the community until his death in 1906. The Loves moved into this house in 1904. The house's style uniquely combines elements of the Italianate period with early Victorian influences. It has been moved twice with its original location being on the northwest corner of Chestnut and East Santa Clara Streets. Mr. Don Parrish has restored the house for use as offices.

74. **Kate Duval House** **953 E Main Street**
Designated July 17, 1989

The house was built in 1902 as a rental unit for the Eugene W. Duval family and was owned by Kate Duval, wife of Eugene. Mr. Duval operated a hardware store on Main Street. The Duvals lived in the house next door at 943 East Main. The most unique feature of this restored Queen Anne Cottage is the large front slanted bay window with its shingled pediment, sunburst brackets and decorative blocks.

76. **J. Hoover Love House** **970 E Santa Clara Street**
Designated July 17, 1989

This house was built in 1923 by Louis Rudolph and sold to J. Hoover Love, Deputy County Tax Collector and son of the prominent Ventura physician Dr. J. H. Love. It is unique in its blending of a Mediterranean exterior with an American Arts and Crafts Movement interior. The Mediterranean influence. is seen in the parapet roof and symmetrical stucco facade. Craftsman features include a carved wood door with four narrow panes flanked by narrow multi-paned windows. French doors with wrought iron railings are found on each side of the main entrance with raised quatrefoils.

77. **Mabel Nellie Owen House** **93 W. Simpson Street** Simpson Tract
Designated January 22, 1990

This Mediterranean style house at 93 W Simpson was the home of Mabel Nellie Owen who was an activist and voice for the Avenue Community for over fifty years. Projects with which she was involved include relocation of the Taylor Ranch feed lots, opposing a proposal to construct a sewer treatment plant next to Sheridan Way School, building of Westpark and Avenue Adult Centers, initiation of a senior mini bus, and construction of the Church of God in Christ church.

77. **Dr. Cephus Bard House** **52 W. Mission Street**
Designated April 1, 1991

Dr. Cephus L. Bard, brother of Senator Thomas Bard, was a prominent physician in Ventura during the late 1800's. This house, built in 1886 for Dr. Bard, was originally located on Oak Street. It is one of the few remaining Italianate structures in Ventura and has maintained its integrity over the years.

78. **Carlo Hahn House** **211 E. Santa Clara Street**
Designated July 15, 1991

This two-story residence was built between 1912 and 1914 for Carlo Hahn, an agent for the Bordalino Hat Co. and a partner of Giovanni Ferro. Mr. Ferro, Hahn's brother-in-law, lived next door in the elaborate Italianate villa once owned by the Schiappapietra family. The Hahn House was built to complement the adjacent mansion. It exhibits several characteristics of early Victorian styles although built well after the period ended. The house was remodeled as a restaurant in 1971. The house is listed as a contributing member of the Mission National Historic District.

79. **Hammonds/Reese House** **637-639 Poli Street**
Designated September 14, 1992

This one and one-half story Queen Anne Victorian has maintained its integrity over the years since being built in 1905. Its several outstanding features include a wraparound porch with Corinthian columns, both slanted and rounded bay windows, windows with diamond patterns, irregular gable roof lines, two tall decorative brick chimneys, decorative brackets under the extended eaves and narrow clapboard siding. The house is located on a prominent hillside and

is surrounded by other designated landmarks - the Ewing House to the west, the Bard Hospital to the east, and remnants of the Theodosia Burr Gardens across the street. The house was originally built for Harry and Dora Hammonds. Mr. Hammonds owned an insurance company in Ventura for over forty years. The second owner in 1912 was David J. Reese. Mr. Reese was the Ventura Postmaster and Editor and proprietor of the Ventura Daily Free Press and the Ventura Weekly Free Press.

80. **Pierpont Inn** **550 San Jon Road**
Designated February 1, 1993

A two-story hotel built in the Craftsman style in 1908 for Austen Pierpont. Sold in 1928 to Gus and Mattie Gleichmann who restored and enlarged the Inn over the years. President and Mrs. Bush lived in one of the cottages while Mr. Bush was working in the oil business.

81. **A. D. Briggs House** **856 East Thompson Bloulevard**
(Christopher Place)
Designated May 10, 1993

The house was built for Arthur D. Briggs in 1894. It is an unusually fine and well-maintained example of the Queen Anne style and stands with the house next door at 844 Thompson as an example of the many homes that were located in this neighborhood at the turn of the century.

82. **301 S. Dunning Street**
Designated October 12, 1993

This one and a half story English Tudor has a rectangular shape with a high pitched gable roof punctuated by 3 gabled dormer windows. On one side of this house there is a bay window, while the front features a fixed paned window. All other windows are wood casement. A front porch with matching fixed paned windows brick sides and stained glass windows complete the front. This house has a brick driveway with accents of brick and wood planters that complete the landscaping. This home on a corner lot also has many mature trees including a central English yew in the front.

83. **Arcade Building** **38-50 West Main Street**
Designated March 21, 1994

The area around Ventura Avenue east and west on Main Street was the beginning of the auto sales industry in the City of Ventura during the mid to late 1920s. Auto dealers at 38 - 50 W. Main Street included Dodge, Chrysler, Edsel and Jaguar as well as vintage car operations. The present owner is Robert Addison. Roy Weatherly of Weatherly Motors was a long time owner.

84. **Cassidy Dairy Ranch 3908 Loma Vista Road**
Designated May 16, 1994

This house was built by noted builder Selwyn Shaw in 1894 on 7½ acres as a country residence for Richard & Amelia Cassidy. He farmed oranges, grain and lima beans. In 1911 walnut trees were planted. In the mid 1920s Cassidy started a dairy, "Cassidy Dairy Ranch" which was

discontinued in 1935 upon the death of Richard Cassidy. The barn was built in 1899 by Fred Cassidy. Glen Cassidy, grandson of Richard, built his small house on the site in 1952.

85. San Buenaventura Mission Lavanderia Under Storeroom — **204-208 E. Main Street**
Designated November 14, 1994

The Mission Lavanderia was built and probably used in conjunction with the aqueduct. Because Spanish artisans were at the Mission between 1790-95 the Lavanderia and aqueduct were undoubtedly built in the earlier part of the time span of 1792-1815. The water ran from the Mission aqueduct to the fountain and into the central tank and eventually emptied into the Mission gardens to the west.

The Mission era Lavanderia was discovered under the storage behind the Peirano Market and Wilson Studio (204/208 E: Main Street) when the buildings were to be rehabilitated in 1991. Many post mission era artifacts including bottles, porcelain, stoneware, and abalone shells were found in the crawl space under the floor of the storage areas. A segment of mortared Mission floor tile was also found in the crawl space.

86. Erle Stanley Gardner Office — **21 So. California Street, Room 306**
Designated February 6, 1995

Erle Stanley Gardner was the author of 82 Perry Mason mystery novels. Gardner moved to Ventura in 1915. He practiced law in 1921 and lived here until 1934. Gardner lived in four different residences in the 15 years he spent in Ventura, only the last of which is still standing. This residence is located at 2420 Foster Avenue. His office was located in Room 306 at the northeast corner of 21 S. California Street in the First National Bank Building. The office is presently occupied by a law firm. The specific office Gardner occupied does not retain any of Gardner's personal objects.

87. Casa de Anza — **606-612 N Ventura Ave**
Designated March 23, 1998 — **11-15 E Simpson St**

The Casa de Anza apartment building was originally constructed in 1929 by Richard Langdon and the building is an example of the Spanish Colonial Revival style of the 1920's. The apartment building was erected as a direct result of the oil boom occurring on the Avenue and the resultant need for housing oil workers. After the building is restored the ground floor will be used as a library.

88. WWII Gun Emplacements — **Near Ventura River mouth**
Designated September 1998

Today it is estimated that of the 10 original Southern California coastal artillery sites, only three remain, one of which is Ventura's Battery 2. Ventura is fortunate to have such a rare and

important reminder of W.W. II. Presently the remains of the emplacements are two large concrete rings approximately 38 feet in diameter. The rings are topped with a steel rail.

89. Norton Ranch House 71 North Palm Street
Designated October 1998

This Craftsman style house was built in 1910 by Mr. Norton for his home in the 40-acre walnut grove located off of Bristol Road in east Ventura. During the twentieth century many prominent families, Cheney, Callens, Vanoni, Ramelli and De Silva, connected to the house. In 1990, the house was moved to 71 North Palm Street and restored. It is currently being used as a restaurant.

90. John C Fremont Camp 100 Block East Main Street
Designated January 11, 1999

John C. Fremont led an expedition of troops, horses and supplies from Monterey to San Buenaventura during late 1846 and early 1847, during the War with Mexico. The trip south was arduous and, in the afternoon of January 5, 1847, Fremont and his remaining expedition entered San Buenaventura and camped overnight in the orchard west of the San Buenaventura Mission Garden wall. On the rise above the Mission, a small bank of Californians was seen and Fremont and his troops fired on them. The Californians scattered and Fremont's men guarded the top of the hill all night. During that night, Fremont captured Don Jose Arnaz, a local merchant and threatened his life until Arnaz gave Fremont military information and supplies. Arnaz was released. Land that Arnaz had purchased from the Mission in 1846 was taken from him by the United States government, which did not recognize his title to the land. The land was later returned to him by the U.S. Courts. In 1850, Arnaz sold the land to Dr. Manual R. de Poli, a Spanish physician.

91. China Alley Historic Area 200 Block East Main

In the late nineteenth century, a flourishing Chinese settlement made up of merchants, laborers, and families settled on Figueroa Street, between Main and Santa Clara Street and China Alley, a former street that ran perpendicular to Figueroa Street in the middle of the newly incorporated township of San Buenaventura.

92. Louis Rudolph 958 E. Santa Clara Street
Craftsman Bungalow
Designated March, 2002

This single-story Craftsman Bungalow was built by local contractor Louis Rudolph in 1922 and lived in by his family until 1925, when he sold the lot to Amos Lovoorn, Manager of the J.C. Penney Company. Mr. Rudolph built the house next door and also built the Elk's Lodge on Main Street and Ash Street.

The house is a well-designed bungalow with a basement. The low-pitched hipped gable roof has exposed rafters under the broad eaves. Two large square stuccoed columns supported the hipped gable roof and cross-beam. A half brick design is featured on both the columns and the

fireplace. The house has narrow clapboard on the upper portion and shingles on the lower portion.

93. Five Trees **Hilltop above Ventura** **Ventura County LM**

Joseph Sexton, a Ventura horticulturist noted for his work with walnuts, avocados, and pampas grass, hired his neighbor Owen Marron to plant a row of 13 blue gum eucalyptus trees on the hilltop to mark the western boundary of his ranch. In 1903 a brush fire destroyed all but five of the trees. Old mariners charts show the five trees as a navigating landmark. Vandals cut down three of the approximately 60' tall trees on Halloween 1940 leaving only two standing. Local citizens replaced the lost trees but on Halloween 1956 vandals struck again, leaving only one original tree and one replacement tree standing. Replacement trees were again planted but two died. In 1966 the Ventura Junior Womens Club planted more replacement trees. Now, only two trees remain standing.

94. Saticoy Walnut Growers Association Warehouse **1235-1255 East Wells Road** **Ventura County LM**

This warehouse was built for drying and shipping Diamond Brand walnuts for the California Walnut Growers Association. The association was established by leaders of the Sunkist citrus industry. Many of the techniques perfected by the citrus industry, including Charles C. Teagues' cooperative marketing methods, were used to market walnuts. Eugene C. Kimball, a local resident, perfected a new way to dry walnuts which greatly reduced product losses. The building is one of two large agricultural warehouses in Saticoy located on opposite sides of a Southern Pacific Railroad spur track.

95. Saticoy Bean Warehouse **10995 Azahar Street** **Ventura County LM**

This warehouse served the area's important local lima bean industry. The bean warehouse and neighboring Saticoy Walnut Growers warehouse, stand today as important reminders of the agricultural history and the growth of the farming cooperative movement in California.

96. The Farmers & Merchants Bank of Santa Paula **1203 Los Angeles Avenue** **Ventura County LM**

This neo-classical building housed the first branch bank in Ventura County. It stands as a reminder of Saticoy's vitality as an important agricultural shipping community around the turn of the century.

HISTORIC DISTRICTS

Mission Historic District	Boundaries:	E. Santa Clara Street Ventura Avenue Poli Street Palm Street
Mitchell Block Historic District	Boundaries:	Plaza Park/Houses

		on Thompson Boulevard 608, 620, 632, 644, 658, 670, 682 and 692
Selwyn Shaw Historic District	Boundaries:	Buena Vista Street Ann Street Hemlock Street Poli Street
Simpson Tract Historic District	Boundaries:	Sheridan Way Ventura Avenue W. Prospect Street W. Simpson Street

Appendix E

Traffic Study

CITY OF SAN BUENAVENTURA

General Plan Circulation Element Update Traffic Study

August 2005

AUSTIN-FOUST ASSOCIATES, INC.

DRAFT

CITY OF SAN BUENAVENTURA
GENERAL PLAN CIRCULATION ELEMENT UPDATE
Traffic Study

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August 19, 2005

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Chapter 1.0
INTRODUCTION

This technical report has been prepared as a resource document for the General Plan Circulation Element update being undertaken by the City of San Buenaventura. It is intended to provide technical material and other information pertaining to the Circulation Element Update.

BACKGROUND AND SCOPE

This report provides baseline information with respect to circulation, and then focuses on specific aspects of circulation planning such as performance criteria, future traffic demands, long-range highway capacity needs, and issues pertaining to transit and bicycle circulation. Technical information and discussions are provided as appropriate, and additional detailed data is attached as Appendices.

The remainder of this chapter discusses performance criteria for the arterial street system, indicating the policy and technical aspects of this important aspect of circulation planning. Chapter 2.0 then describes existing conditions for all modes of transportation. The arterial street system performance criteria are applied to recent traffic count data to provide a description of existing conditions.

Chapter 3.0 presents future traffic forecasts and analyzes long-range capacity needs on the Citywide street network. Various land use and network alternatives are tested and evaluated to assist in formulating the arterial street component of the Circulation Element.

Chapter 4.0 addresses the Circulation Element itself, and discusses various issues that have guided the preparation of the Element. Specific components of the Element are discussed here in detail, and in particular, the classification system for the arterial street component. Comments received from public participation in the General Plan process, and notes on how they have been used in preparing the updated Circulation Element can be found in Appendix B.

STREET SYSTEM PERFORMANCE CRITERIA

To evaluate the Circulation Element arterial street system in relation to the Land Use Element, use is made of performance criteria. These criteria include "performance standards" and "thresholds of significance," the latter being used for identifying project impacts in an EIR context. The performance standards form part of City Policy as contained in the Circulation Element and represent desired operating conditions for the City's street system. For the Circulation Element to be in "balance" with the Land Use Element, the circulation system must achieve such standards.

Performance Criteria Definitions

The performance criteria used here are based on two primary measures. The first is "capacity" which establishes the vehicle carrying ability of a roadway and the second is "volume." The ratio between the volume and the capacity gives a volume/capacity (V/C) ratio and based on that V/C ratio, a corresponding level of service (LOS) is defined. A later section of this chapter contains level of service descriptions for arterial roadways and freeways as contained in the 2000 Highway Capacity Manual (HCM) 2000 (see Reference 2 at the end of this chapter).

The analysis of the arterial road system is based on intersection capacity since this is the defining capacity limitation on an arterial highway system. Levels of service for arterial roadway intersections are determined based on operating conditions during the AM and PM peak hours. The intersection capacity utilization (ICU) methodology is applied using peak hour volumes and the geometric configuration of the intersection. This methodology sums the V/C ratios for the critical movements of an intersection and is generally compatible with the intersection capacity analysis methodology outlined in the HCM 2000.

The ICU calculation methodology and associated impact criteria used for the study area arterial system are summarized in Table 1-1. The performance standards (level of service "D" or "E" depending on location) are established by City Policy in the Circulation Element. The calculation methodology, which includes saturation flow rate and clearance interval parameters that are representative values for planning purposes, could change over time in response to changes in technical procedures used for such purposes.

Table 1-1

ARTERIAL INTERSECTION PERFORMANCE CRITERIA

V/C Calculation Methodology

Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following values:

Saturation Flow Rate: 1,600 vehicles/hour/lane.

Clearance Interval: none

Performance Standard

Level of Service E (peak hour ICU less than or equal to 1.00) for freeway ramp intersections.
Level of Service D (peak hour ICU less than or equal to 0.90) for all other Principal Intersections*.

Threshold of Significance (for impact analyses)

For an intersection that is forecast to operate worse than it's performance standard, the impact of a given project is considered to be significant if the project increases the ICU by more than 0.01. An ICU increase of more than .01 does not cause the threshold of significance to be exceeded if the with-project ICU does not exceed the maximum ICU value.

Level of Service

Level of service ranges are as follows:

ICU	LEVEL OF SERVICE (LOS)
0.00 – 0.60	A
0.61 – 0.70	B
0.71 – 0.80	C
0.81 – 0.90	D
0.91 – 1.00	E
Above 1.00	F

* See definition of Principal Intersections in Chapter 4

Level Of Service Descriptions

Tables 1-2 and 1-3 summarize the level of service descriptions for arterial highways and intersections, respectively. These descriptions are taken from material contained in HCM 2000.

DEFINITIONS

Certain terms used throughout this report are defined below to clarify their intended meaning:

ADT	Average Daily Traffic. Generally used to measure the total two-directional traffic volumes passing a given point on a roadway.
DU	Dwelling Unit. Used in quantifying residential land use.
ICU	Intersection Capacity Utilization. A measure of the volume to capacity ratio for an intersection. Typically used to determine the peak hour level of service for a given set of intersection volumes.
LOS	Level of Service. A scale used to evaluate circulation system performance based on intersection ICU values or volume/capacity ratios of arterial segments.
Peak Hour	This refers to the hour during the AM peak period (typically 7 AM - 9 AM) or the PM peak period (typically 3 PM - 6 PM) in which the greatest number of vehicle trips are generated by a given land use or are traveling on a given roadway.
TSF	Thousand Square Feet. Used in quantifying non-residential land uses, and refers to building floor area.
V/C	Volume to Capacity Ratio. This is typically used to describe the percentage of capacity utilized by existing or projected traffic on a segment of an arterial or intersection.
VPD	Vehicles Per Day. Similar to ADT, but more typically applied to trip generation (i.e., the amount of traffic generated by a given amount of land use).
VPH	Vehicles Per Hour. Used for roadway volumes (counts or forecasts) and trip generation estimates. Measures the number of vehicles in a one hour period, typically the AM or PM peak hour.

Table 1-2

LEVEL OF SERVICE DESCRIPTIONS – URBAN STREETS

The average travel speed along an urban street is the determinant of the operating level of service (LOS). The travel speed along a segment, section, or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections. The following general statements characterize LOS along urban streets and show the relationship to free flow speeds (FFS)

LOS	DESCRIPTION	PERCENT OF FFS
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the FFS for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is normal.	90
B	LOS B describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the FFS for the street class. Vehicles are completely unimpeded in their ability to maneuver with the traffic stream. Control delay at signalized intersections is minimal.	70
C	LOS C describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted that at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the FFS for the street class.	50
D	LOS D borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of FFS	40
E	LOS E is characterized by significant delays and average travel speeds of 33 percent or less of the FFS. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	33
F	LOS F is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the FFS. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.	25

Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council

Table 1-3

LEVEL OF SERVICE DESCRIPTIONS – SIGNALIZED INTERSECTIONS

Levels of service (LOS) for signalized intersections are defined in terms of control delay as follows:

LOS	DESCRIPTION	DELAY PER VEHICLE (secs)
A	LOS A describes operations with low control delay, up to 10 seconds per vehicle. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.	< 10
B	LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than the LOS A, causing higher levels of delay.	10 – 20
C	LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.	20 – 35
D	LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35 – 55
E	LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent.	55 – 80
F	LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high V/C ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.	> 80

Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council

REFERENCES

1. City of Ventura Comprehensive Plan Update, Baseline Conditions Assessment, July 2002.

2. "Highway Capacity Manual 2000," Transportation Research Board, National Research Council.

3. City of Ventura, Annual Transportation Report, May 2005.

4. "General Bikeway Plan," City of Ventura, January 2005.

5. "City of Ventura Traffic Model Description and Validation," June 2005.

Chapter 2.0
EXISTING CONDITONS

This chapter discusses the transportation setting for the City of Ventura circulation system. Existing conditions are described for the various circulation system components addressed in the Circulation Element.

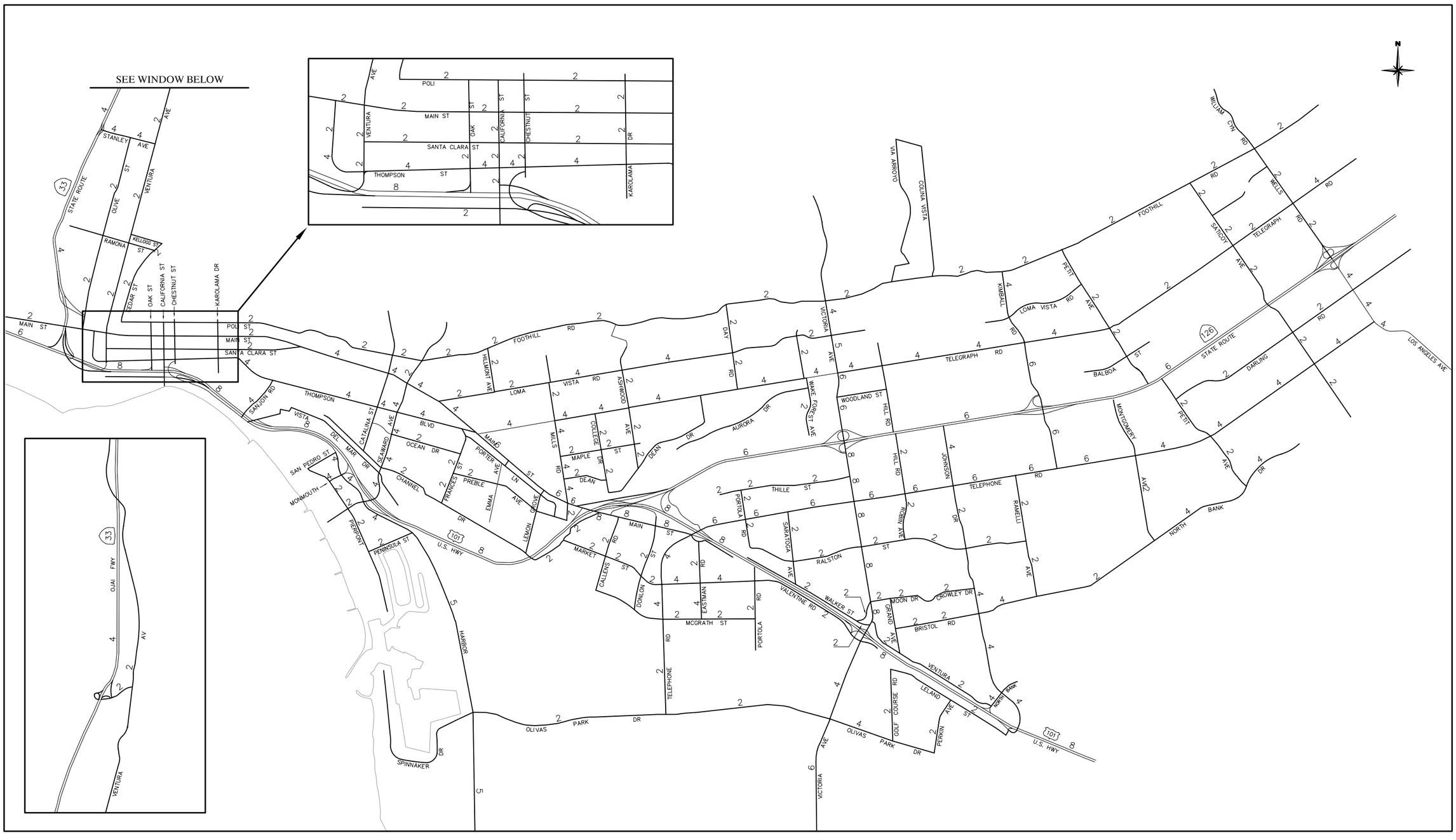
ARTERIAL STREET SYSTEM

The Citywide street system is illustrated in Figure 2-1. Shown here are those streets that are included in the Circulation Element, together with the existing midblock lanes on each street segment. Traffic conditions on the street network are described in terms of traffic volumes on the individual streets and also in terms of intersection operation. The former uses average daily traffic (ADT) as the measure of traffic usage, while the latter examines peak hour volumes to determine how well an intersection performs during rush hours. Specific "performance criteria" are used to evaluate intersections throughout the City, and these were discussed in Chapter 1.0.

The City prepares an annual monitoring report which provides traffic count data, level of service summaries and information on planned improvements at individual intersections. The latest report was released in October 2003 (see Reference 3 at the end of Chapter 1.0). Information, such as lane configurations, has been taken from that report.

Existing ADT volumes

Figure 2-2 shows the existing ADT volumes on the arterial street system. These volumes are based on counts taken in 2004 and represent two-direction 24-hour vehicles on an average weekday. As noted in the discussion on performance criteria, such volumes are not used directly in level of service criteria, but serve a number of purposes relative to evaluating the usage of the arterial street system. In particular, they provide one of the criteria for determining functional classification (see discussion on functional classifications in Chapter 4.0 of this report and also in the Circulation Element).

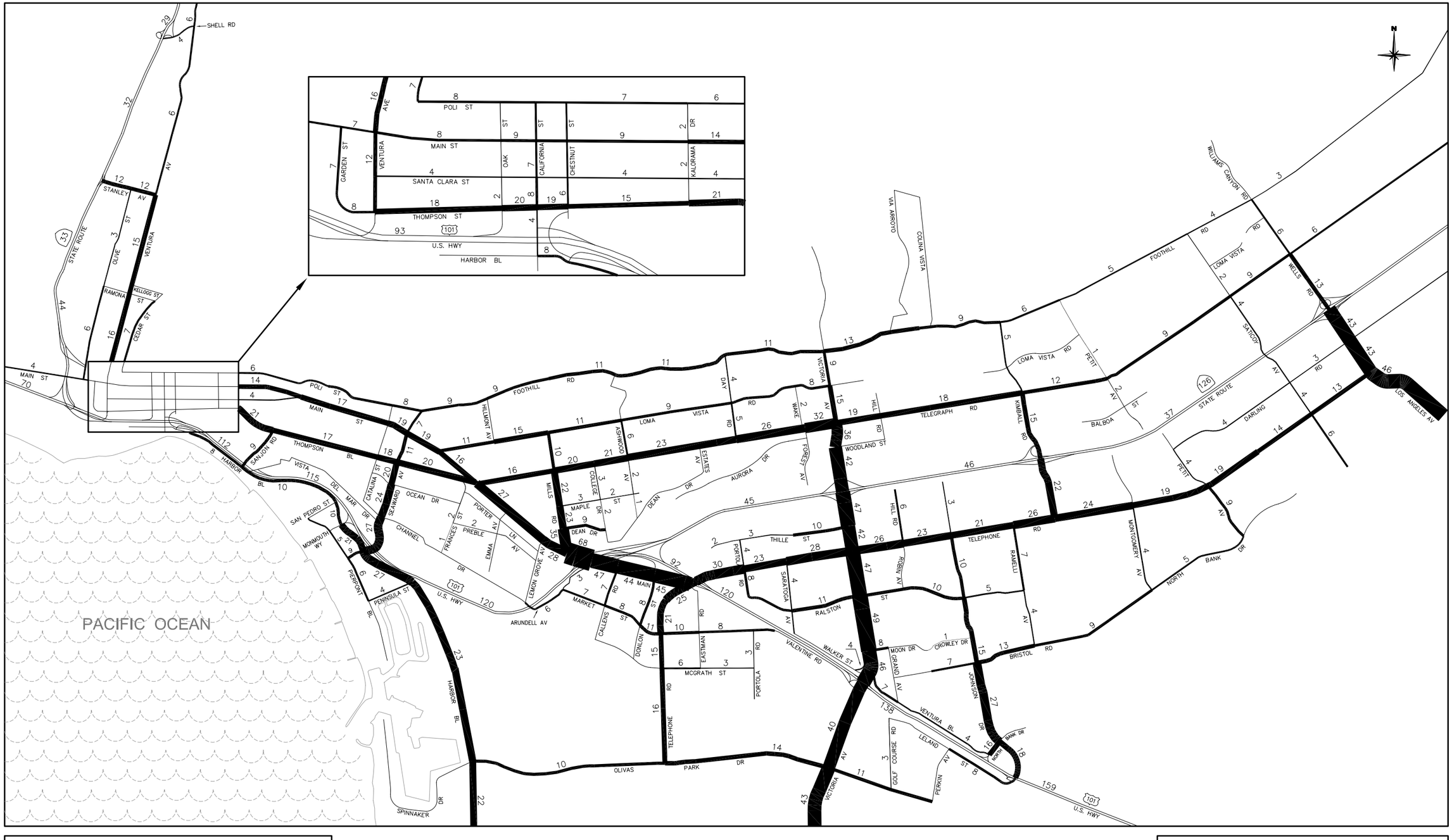


Legend

X Total number of midblock (or through) lanes for this roadway.

Figure 2-1

EXISTING MIDBLOCK LANES



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 2-2

EXISTING ADT VOLUMES (000s)

Existing Levels Of Service

As discussed in the performance criteria section of Chapter 1.0, level of service (LOS) on the arterial street system is defined according to peak hour intersection performance using Intersection Capacity Utilization (ICU) values. Figure 2-3 shows the intersections included in this evaluation and Table 2-1 lists the current ICUs and corresponding LOS values (ICU calculations can be found in Appendix A). The ICUs and LOS values are also illustrated in Figure 2-4, which shows the highest of the AM or PM ICU values at each intersection. As can be seen here, one location does not meet the performance standard. This location is Ventura Boulevard at North Bank Drive (PM LOS "F").

Improvements at several intersections in the City (including Ventura Boulevard and North Bank Drive) are noted in the City's annual transportation report referenced earlier.

TRANSIT

The bus routes currently serving the City are illustrated in Figure 2-5. Service is provided by South Coast Area Transit (SCAT), with all six routes operating on both weekdays and weekend days. The routes serve major activity centers throughout the City, and as discussed in the bicycle section later in this chapter, buses are able to transport bicycles by means of special racks mounted on the buses.

Ventura Intercity Service Transit Authority (VISTA) provides bus service between Ventura and Santa Barbara via the transit center at Pacific View Mall, and intercity service to Oxnard, Camarillo, Thousand Oaks, Santa Paula, Fillmore and Los Angeles.

Rail transit service is provided by Metrolink and AMTRAK, and the above referenced figure shows the station locations.

Metrolink provides rail service between Ventura and Union Station in Los Angeles on the Ventura County line. A Metrolink station operates in the City of Ventura at Ventura Boulevard and Inez Street (the Montalvo Station). Presently, two trains in both the AM and PM operate the entire length of the route between Ventura and Union Station.

Rail service to the City of Ventura is also provided by AMTRAK via the Pacific Surfliner, which runs between San Luis Obispo to the north and San Diego to the south. The station is an unstaffed facility

Legend

------ Future Roadway

Figure 2-3

INTERSECTION LOCATION MAP

Table 2-1

EXISTING ICU SUMMARY

	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	**ICU**	**LOS**	**ICU**	**LOS**
1. Victoria & Foothill	.46	A	.47	A
2. Victoria & Loma Vista	.51	A	.45	A
3. Victoria & Telegraph	.57	A	.69	B
4. Victoria & Woodland	.64	B	.50	A
5. Victoria & SR 126 SB Ramps	.53	A	.78	C
6. Victoria & Thille	.49	A	.51	A
7. Victoria & Telephone	.57	A	.63	B
8. Victoria & Ralston	.59	A	.74	C
10. Victoria & Moon	.50	A	.53	A
14. Hill & Telephone	.53	A	.45	A
15. Johnson & Telephone	.42	A	.52	A
18. Seaward & US 101 NB Ramps	.47	A	.54	A
19. Monmouth/US 101 SB & Harbor	.48	A	.62	B
20. Harbor & Olivas Park	.39	A	.54	A
23. Mills & Loma Vista	.33	A	.40	A
24. Mills & Telegraph	.45	A	.48	A
25. Mills & Maple	.47	A	.48	A
26. Mills & Dean	.51	A	.53	A
27. Mills & Main	.59	A	.61	B
28. US 101 NB Ramps & Main	.60	A	.67	B
29. SR 126 EB Ramps & Main	.37	A	.51	A
30. Callens & Main	.34	A	.55	A
31. Donlon & Main	.45	A	.69	B
32. Telephone & Main	.43	A	.63	B
33. US 101 NB Ramps & Telephone	.39	A	.60	A
34. Portola & Telephone	.38	A	.45	A
35. Saratoga & Telephone	.32	A	.42	A
38. Telephone & Market	.38	A	.57	A
42. Telephone & McGrath	.24	A	.45	A
45. Catalina & Main	.48	A	.48	A
46. Seaward & Main	.49	A	.55	A
47. Main & Loma Vista	.48	A	.44	A
49. Main & Telegraph	.38	A	.54	A
50. Emma & Main	.31	A	.41	A
51. Lemon Grove & Main	.31	A	.41	A
53. Kimball & Telephone	.69	B	.53	A
55. Kimball & SR 126 EB Ramps	.35	A	.34	A
56. Kimball & SR 126 WB Ramps	.60	A	.34	A
58. Kimball & Telegraph	.21	A	.30	A
60. Ramelli & Telephone	.29	A	.53	A
61. Montgomery & Telephone	.54	A	.36	A
63. Petit & Telephone	.43	A	.58	A
65. Sanjon & Thompson	.35	A	.40	A
68. Seaward & Thompson	.42	A	.55	A
71. Sanjon & Harbor	.32	A	.53	A
75. Ashwood & Telegraph	.29	A	.42	A
77. Day & Telegraph	.40	A	.37	A
85. Victoria & Olivas Park	.77	C	.79	C
86. Telephone & Olivas Park	.53	A	.66	B
91. Johnson & Ralston	.53	A	.62	B

Table 2-1 (cont)
EXISTING ICU SUMMARY

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	ICU	LOS	ICU	LOS
92. Johnson & Bristol	.74	C	.80	C
94. Johnson & North Bank	.60	A	.70	B
95. Bristol & Ramelli	.42	A	.21	A
96. Montgomery & North Bank	.39	A	.29	A
100. Saticoy & Telephone	.43	A	.41	A
101. Saticoy & Telegraph	.46	A	.42	A
102. Wells & Telegraph	.54	A	.52	A
104. Wells & SR 126 EB Ramps	.73	C	.63	B
105. Wells & Darling	.72	C	.78	C
106. Wells & Telephone	.78	C	.72	C
114. California & Thompson	.52	A	.54	A
115. Chestnut & Thompson	.42	A	.50	A
120. Ventura & Main	.35	A	.60	A
132. Ventura & Stanley	.55	A	.61	B
136. US 101 SB Ramps & Valentine	.40	A	.44	A
138. Johnson & US 101 SB Ramps	.42	A	.51	A
160. Victoria & US 101 NB Ramps	.66	B	.60	A
161. Victoria & Valentine	.43	A	.61	B
162. California & Harbor	.16	A	.29	A
163. Santa Clara & Main	.23	A	.23	A
164. Seaward & Poli	.39	A	.44	A
165. Seaward & Harbor	.57	A	.59	A
166. College & Telegraph	.33	A	.38	A
168. Day & Foothill	.71	C	.72	C
169. Kimball & Foothill	.46	A	.40	A
170. Petit & Foothill	.26	A	.12	A
171. Saticoy & Foothill	.27	A	.23	A
172. Wells & Foothill	.22	A	.16	A
173. Victoria & SR 126 WB Ramps	.65	B	.61	B
174. Petit & Telegraph	.34	A	.24	A
175. Ventura & Northbank	.51	A	1.22	F
176. Saticoy & Darling	.31	A	.23	A
177. Wells & SR 126 WB Ramps	.24	A	.33	A
178. SR-33 Ramps & Stanley	.49	A	.56	A
179. SR-33 Ramps & Shell	.71	C	.70	B
180. Estates & Telegraph	.26	A	.39	A
181. Ventura & Ramona	.31	A	.45	A
182. Olive & Main	.47	A	.47	A

Level of service ranges: .00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 – 1.00 E
Above 1.00 F

Note: Gray shading denotes intersection locations that exceed performance criteria.

LEGEND

.XX Highest ICU value during the AM or PM peak hour

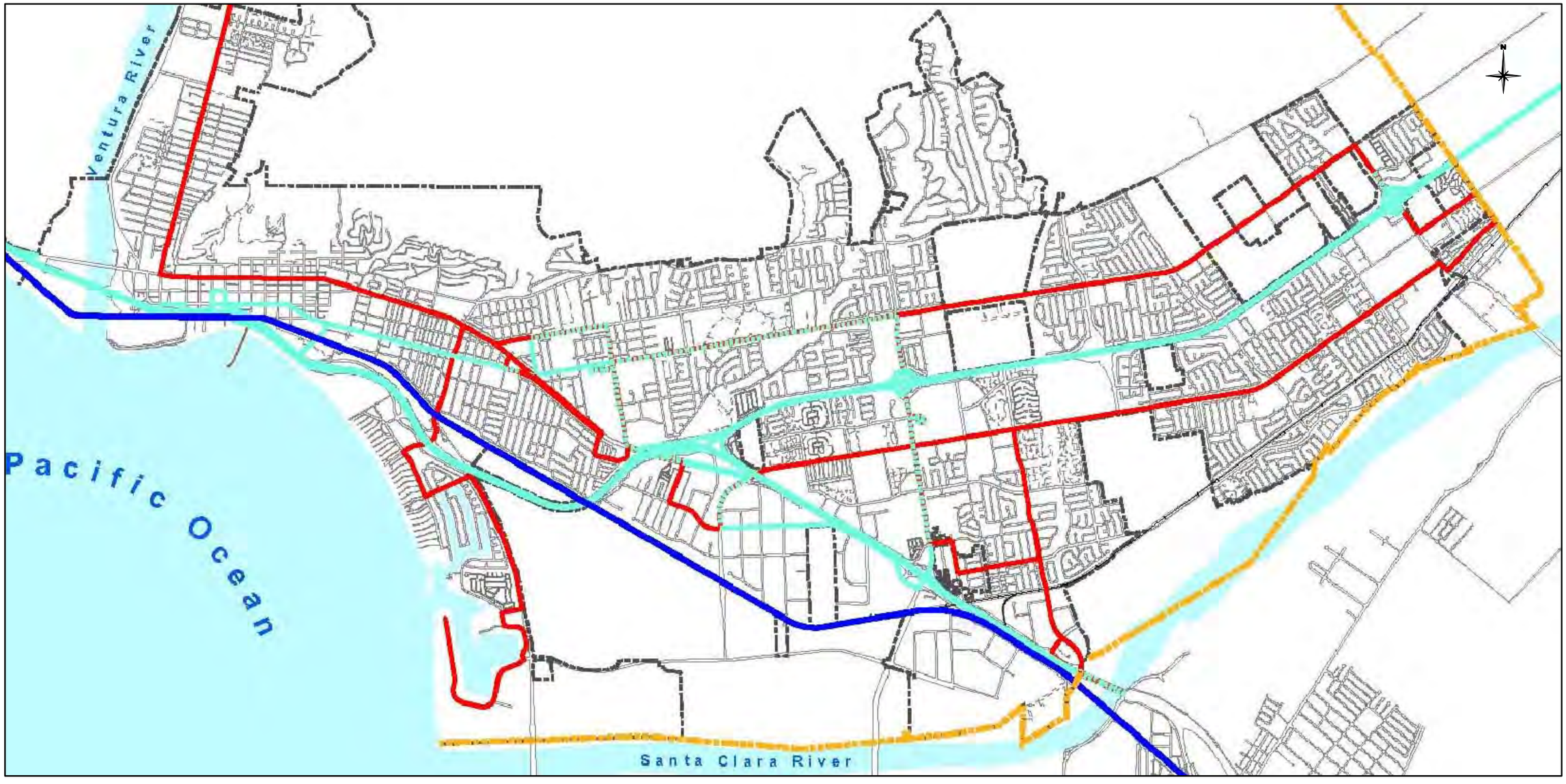
LOS A-C | LOS D | LOS E-F

Level of service (LOS) ranges:

LOS A .00-.60	LOS D .81-.90
LOS B .61-.70	LOS E .91-1.00
LOS C .71-.80	LOS F Above 1.00

Figure 2-4

EXISTING INTERSECTION CAPACITY UTILIZATION (ICU)



Legend

- SCAT
- VISTA
- SCAT & VISTA
- Rail
- City Limits
- Planning Boundary

Figure 2-5

EXISTING TRANSIT ROUTES

located at Harbor Boulevard and Figueroa Street adjacent to the Ventura County Fairgrounds (Seaside Park). Four trains operate daily, with one additional train on the weekends and one additional train that operates only during the weekdays.

BICYCLES

The City has a comprehensive report labeled the "General Bikeway Plan" which was adopted by the City Council in January 2005 (see Reference 4 at the end of Chapter 1.0). It provides detailed information on the current Bikeway Plan, and an implementation program for augmenting the existing system. The plan seeks a *"citywide bikeway system that serves the needs of both commuter and recreational cyclists."* The following discussion summarizes key information from that report.

Overview

The City's General Plan contains policies within the Circulation Element and the Park and Recreation Element that relate to bikeways and support facilities within the City. The Select System of Bikeways Map, adopted by the City Council on December 13, 1999, delineates existing and proposed bikeways which connect major destinations such as schools, businesses, public facilities, transit centers, and regional trails. The Map also indicates the location of amenities such as bike racks, restrooms, and shower facilities. Also, the City has sections in its Ordinance Code which require standards for bicycle parking facilities in new development thereby encouraging greater use of bicycles as an alternate form of transportation.

The General Bikeway Plan is designed to facilitate the following actions:

- Address and expand upon existing City policies and establish related goals.
- Recommend bikeway design standards.
- Evaluate existing bicycle safety and education programs and make recommendations for enhancement.
- Identify priorities and a phasing plan for implementation of the Select System of Bikeways Map.
- Identify and recommend potential funding alternatives and other opportunities for inter-agency cooperation.

The Plan serves as a flexible, comprehensive and long-range guide for future bicycle planning and design and budgetary decisions, and helps ensure that the City's bicycle transportation and recreational needs are met.

Bicycle Advisory Team (BAT)

The BAT is an eight-member advisory committee, representing the Traffic Engineering, Planning, Parks, Recreation, and Police functions of the City. The BAT participates in preparing the City's Select System of Bikeways Plan and the General Bikeway Plan. In addition, BAT members work directly with the public in public workshops and meetings, and the committee has a major role in helping to meet the needs of commuter and recreational cyclists.

Bikeway Plan Components

The California Bicycle Transportation Act outlines the basic elements to be included in a general bikeway plan in order to be acceptable by the California Department of Transportation. This General Bikeway Plan addresses these requirements under the following headings.

- **Route Selection** – The current recommended bicycle routing within the City is based on the City's Select System of Bikeways Map, which was adopted by the City Council on December, 1999 as part of the General Bikeway Plan noted earlier in this section. The Select System of Bikeways Map was developed in concert with the Linear Park Network, the Land Use Plan Map and the Circulation Plan Map to integrate land use, circulation and recreational considerations.

- **Citizen and Community Involvement** – Development of a bikeway plan has had considerable community involvement. Entities contributing to this process include the Bicycle Advisory Team (BAT) discussed earlier, and the Parks and Recreation Commission. The Ventura County Transportation Commission was consulted to ensure long-term coordination of the General Bikeway Plan with the Regional Transportation Plan.

- **Flexibility and Coordination with Long-Range Transportation Planning** – The City's general bikeway plan has been developed to be consistent with local and regional

transportation plans. The City's Engineering, Planning, Police, and Public Works Departments work together to address bicycle transportation issues. These include safety, upgrading of bicycle facilities, maintenance, and the impacts on bicycle travel of capital improvement and major maintenance projects. The City coordinates with the Ventura County Transportation Commission on an annual basis to update the Ventura County Bikeways Map, which depicts bicyclist amenities throughout Ventura County. In addition, Local Bikeway Plans from Ventura County and adjoining Cities, including Oxnard, Santa Paula, Ojai, the Southern California Association of Governments, and Caltrans are reviewed for consistency with the City's Select System of Bikeways Map.

- **Rest Facilities and Parking Facilities** – The City's Select System of Bikeways Map indicates the location of bicyclist amenities within the system, including access to bicycle parking, storage facilities, and restrooms. City Resolution No. 81-74 establishes guidelines for bicycle parking facilities in conjunction with new construction within the City. The City's Community Development Department has also adopted bicycle rack guidelines as directed in the Resolution. In this regard, the provision of bicycle storage facilities, shower and dressing areas and other amenities is encouraged in the planning of public and private developments.

- **Bicycle Safety Education** – The General Bikeway Plan provides both physical recommendations (such as bike lanes) and program recommendations. The latter includes efforts to educate bicyclists and motorists, and efforts to increase the use of bicycles as a transportation alternative.

The City's bikeway system is illustrated in Figure 2-6. Bikeways in this system conform to standards and designations established by the California Department of Transportation (Caltrans). Figure 2-7 illustrates the three classes of bikeway facilities, and some discussion on each class of bikeway follows.

Bike Path (Class I)

Class I bike paths are separated from roads by distance or barriers, and cross traffic by motor vehicles is minimized. Bike paths offer opportunities not provided by the road system and can provide recreational opportunities or serve as desirable commuter routes.

FIGURE 1

Figure 2-6

EXISTING SYSTEM OF BIKEWAYS

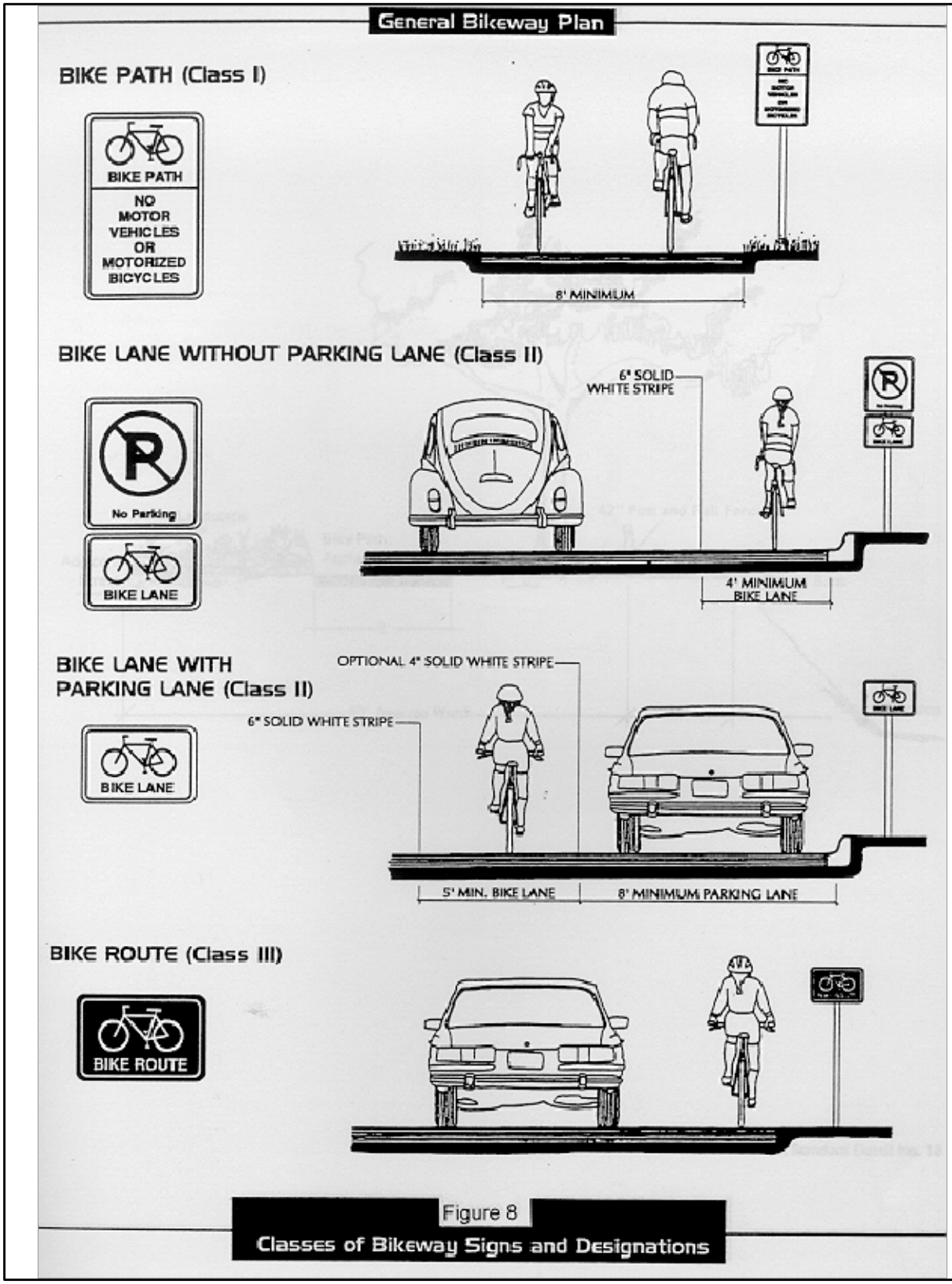


Figure 2-7

BIKEWAY CLASSIFICATIONS

Design standards require two-way bicycle paths to be a minimum of eight feet wide plus shoulders. Bike paths are usually shared with pedestrians and if pedestrian use is expected to be significant, the desirable width is greater than eight feet, preferably 12 feet wide. Where equestrians are expected, a separate facility is generally recommended. Sidewalks and meandering paths are not considered appropriate to serve as bike paths because they are primarily intended to serve pedestrians, and generally do not meet Caltrans' design standards.

Bike Lane (Class II)

A Class II bikeway is a lane on a road that is reserved for bicycles. The lane is painted with pavement lines and markings and is signed. The lane markings decrease the potential for conflicts between motorists and bicyclists.

With respect to design standards, bike lanes are one-way, with a lane provided on each side of the roadway. They are located between the travel lane and the edge of paving or, if parking is permitted, between the travel lane and the parking lane. The lanes are four feet minimum width and five feet minimum width if parking is permitted.

Bike Route (Class III)

Class III bike routes share existing roads and provide continuity to other bikeways or designated preferred routes through high traffic areas. However, there is no separate lane and bike routes are established by placing "Bike Route" signs along roadways. Signs direct the cyclist and warn drivers of the presence of bicyclists. Since bicyclists are permitted on all roads, the decision to sign a road as a bike route is based on several factors including the advisability of encouraging bicycle travel on the route, serving bicycle demand corridors, and connecting discontinuous segments of bike lanes.

A previous section of this chapter showed the South Coast Area Transit System (SCAT)'s bus routes within the City of San Buenaventura. As noted there, these routes connect most of the major destinations within the City, including the Downtown, the County Government Center, Ventura College and the Arundell Community. The SCAT buses are equipped to transport bicycles. The Pacific View Mall, the National Guard Armory, and the Park and Ride Lot provide bikeway interface with transit routes, enhancing the opportunities to employ multiple modes of transportation in reaching a particular destination.

Chapter 3.0
LONG-RANGE TRAFFIC ANALYSIS

This chapter discusses future growth in the City and presents traffic forecast data for the Citywide street system. Long-range capacity needs on the street network are then evaluated with specific emphasis on potential new roadways or upgrades to existing roadways. The analysis results provide the basic input for formulating the arterial street component of the Circulation Element (see discussion in next chapter).

OVERALL APPROACH

The arterial street system as depicted in the Circulation Element is designed to be adequate to serve future land uses as depicted in the Land Use Element. It thereby represents a circulation system that is in "balance" with future land uses. The analysis results presented here use long-range traffic forecast data based on buildout of the General Plan land uses to assess future needs and thereby identify a future street network that is adequate to serve those needs.

The approach used here is to apply year 2025 traffic forecasts to the existing system plus committed improvements (i.e., those that are funded and planned for implementation). The resulting information is then used to identify where deficiencies can be anticipated. Additional or expanded roadways are then added to the committed arterial street system until there is adequate capacity to serve the future traffic demands (these are referred to as non-committed improvements). Where appropriate, alternative strategies for achieving a balanced system were tested and evaluated.

Traffic forecast data presented here was produced using the Ventura citywide traffic forecasting model. The model uses future land use and circulation system assumptions to derive corresponding traffic forecast data. A detailed description of the modeling procedures can be found in the traffic model documentation report (Reference 5 at the end of Chapter 1.0).

The evaluation of land use and circulation system alternatives uses the performance criteria described in Chapter 1.0. As discussed there, the procedure is based on peak hour intersection performance with emphasis on the Principal Intersections identified throughout the City. Peak hour intersection capacity utilization (ICU) values are calculated using a "Baseline" set of roadway system

improvements. As discussed in Chapter 1.0, level of service (LOS) "E" (ICU not to exceed 1.00) is the performance standard for freeway ramp intersections and LOS "D" (ICU not to exceed .90) is the performance standard for all other Principal Intersections. Locations not operating at an acceptable LOS with the Baseline Network assumptions are considered deficient, and improvements needed to mitigate the deficiencies are identified.

FUTURE GROWTH ALTERNATIVES

A number of alternatives have been developed for potential growth within the City and its Sphere of Influence (SOI). They portray potential growth in four different area designations:

1. Districts – Commercial and industrial areas that have intensification potential.
2. Corridors – Linear commercial areas along designated arterials that have intensification potential.
3. Expansion Areas – Undeveloped land that is either outside the SOI or requires a "Save Our Agricultural Resources" (SOAR) vote, but has development potential.
4. Infill – General infill throughout the city.

Detailed discussions on these can be found in the reports documenting the development of the land use projections. Six scenarios have been defined which combine individual growth assumptions in the above four area designations. Total citywide growth is similar under each scenario, the differences largely affecting the geographic locations of the growth. In the sections which follow, each scenario is analyzed separately and the corresponding circulation needs evaluated.

BASELINE TRANSPORTATION IMPROVEMENTS

A number of transportation improvements throughout the city are currently committed for construction. They have identified funding sources and are programmed for implementation either through the City's Capital Improvement Program (CIP) or other mechanisms. They are referred to here as the "Baseline Improvements". Although the Baseline improvements are common to all scenarios, for convenience, they are listed as part of the overall improvements recommended with each scenario.

SCENARIO 1 – INTENSIFICATION/REUSE ONLY

This scenario adds an estimated 8,539 new dwelling units and 5.2 million square feet of non-residential development[1]. It does not have any development in the growth areas, allocating all growth to the other three area designations.

Table 3-1 summarizes the growth for this scenario by a set of sub-areas, and Figure 3-1 shows this growth in diagrammatic form. Shown here is the existing daily trip generation by sub-area and the corresponding growth under this scenario. The overall trip generation increase citywide is 18.7 percent, and the growth is generally spread throughout the City. This scenario establishes a basic set of infill and intensification assumptions that are retained in the other five scenarios.

Year 2025 ADT volumes on the baseline circulation system for this scenario can be seen in Figure 3-2, and the corresponding ICUs are illustrated in Figure 3-3. Transportation improvements to provide adequate capacity for this scenario can be seen in Table 3-2. The corresponding ICU values are listed in Table 3-3 (ICU calculations can be found in Appendix A), which shows the ICU values under Baseline improvements only, and then the values obtained by adding the recommended additional improvements (labeled "non-committed" improvements).

Scenario 1 results in one location requiring additional (non-committed) improvements. This location is the Wells Road and Darling Road intersection.

SCENARIO 2 – INTENSIFICATION/REUSE + NORTH AVENUE + OLIVAS + SERRA

This scenario adds to the intensification and infill development of Scenario 1 by adding residential and non-residential development in the North Avenue, Olivas, and Serra expansion areas. Citywide, this scenario would add an estimated 11,241 dwelling units and 6.4 million square feet of non-residential development.

Table 3-4 summarizes the growth by sub-area for this scenario, and Figure 3-4 shows this growth in diagrammatic form. Overall growth in trip generation is 22.5 percent, somewhat higher than the 18.7 percent increase in Scenario 1 due to the addition of the two expansion areas.

[1]Future estimates of development differ slightly than those in the EIR project description. However, estimates are similar enough to reflect possible impacts.

Text continues on Page 3-14

Table 3-1

LAND USE AND TRIP GENERATION BY SUB-AREA – 2025 SCENARIO 1

Growth by Land Use Type

Sub-Area	Residential (DUs)	Non-Residential				
		Retail (TSF)	Office (TSF)	Industrial (TSF)	Hotel (TSF)	Total (TSF)
1	213	22	105	400	0	527
2	1,109	43	95	50	0	188
3	1,665	103	170	0	362	635
4	512	282	60	0	0	342
5	431	96	0	9	107	213
6	440	132	100	0	0	232
7	200	43	343	1,016	0	1,402
8	0	0	0	0	0	0
9	50	155	23	725	0	904
10	844	15	149	173	0	338
11	200	50	70	25	0	145
12	10	0	0	0	0	0
13	17	0	0	0	0	0
14	1,147	17	20	0	0	37
15	70	0	0	25	0	25
16	1,196	165	12	0	0	177
17	435	0	0	0	0	0
Total Growth	8,539	1,124	1,147	2,424	469	5,163
Existing	41,784	6,632	5,090	9,900	2,213	23,836
Future	50,323	7,756	6,237	12,324	2,682	28,999
% Growth	20.4	16.9	22.5	24.5	21.2	21.7

Growth in ADT Trip Generation

Sub-Area	Growth (ADT)	Existing (ADT)	Future (ADT)	% Growth
1	6,740	14,378	21,119	46.9
2	11,400	51,744	63,143	22.0
3	22,036	84,647	106,683	26.0
4	28,432	110,423	138,855	25.7
5	13,280	50,251	63,530	26.4
6	9,795	163,583	173,378	6.0
7	16,417	84,677	101,094	19.4
8	0	5,104	5,104	0.0
9	10,252	21,147	31,399	48.5
10	8,895	140,508	149,403	6.3
11	10,404	17,419	27,823	59.7
12	197	18,885	19,082	1.0
13	288	15,114	15,402	1.9
14	9,995	14,969	24,964	66.8
15	618	8,047	8,665	7.7
16	19,757	92,749	112,506	21.3
17	3,784	27,476	31,259	13.8
Total	172,290	921,119	1,093,408	18.7

Abbreviations: ADT – Average Daily Trips
DUs – Dwelling Units
TSF – Thousand Square Feet

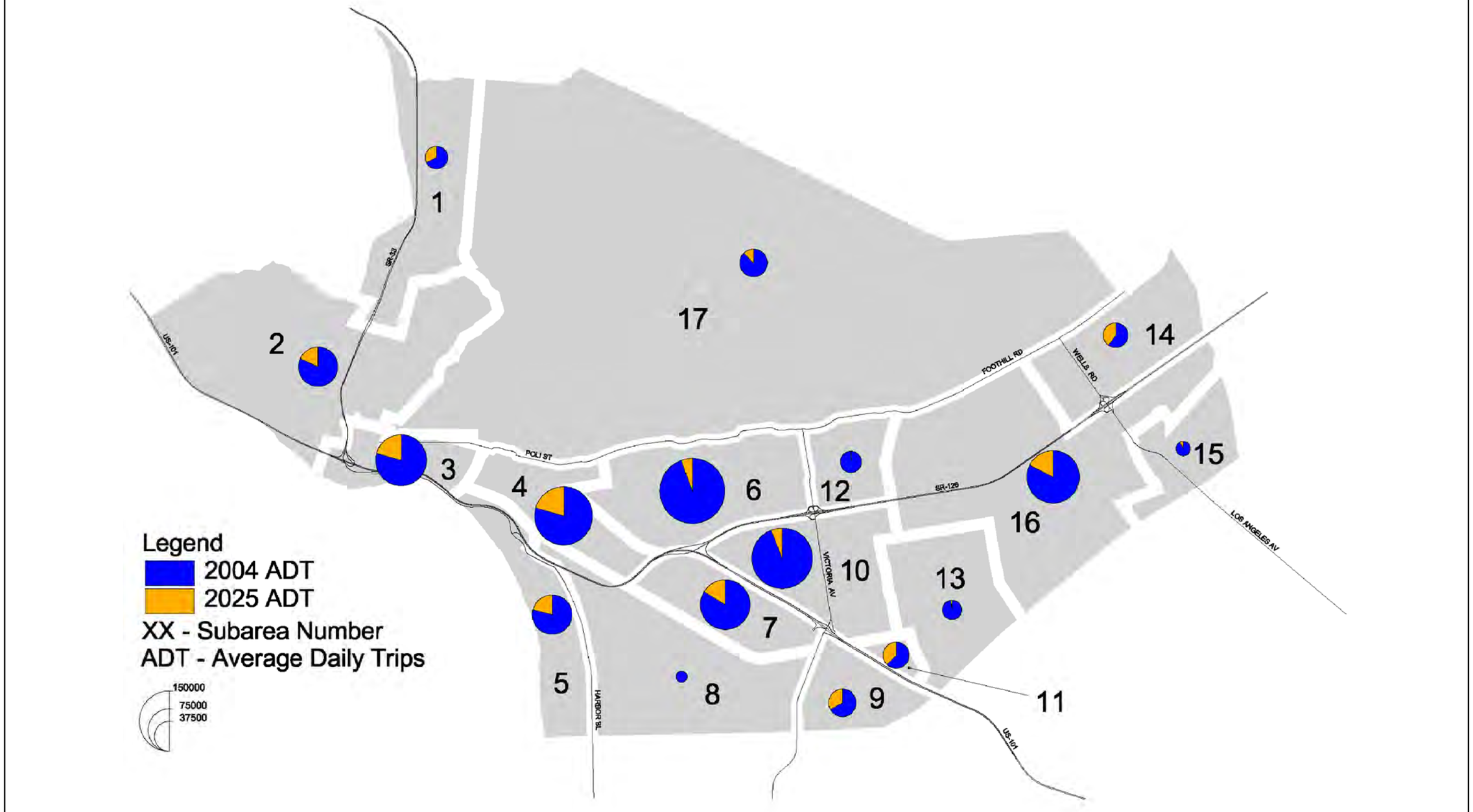
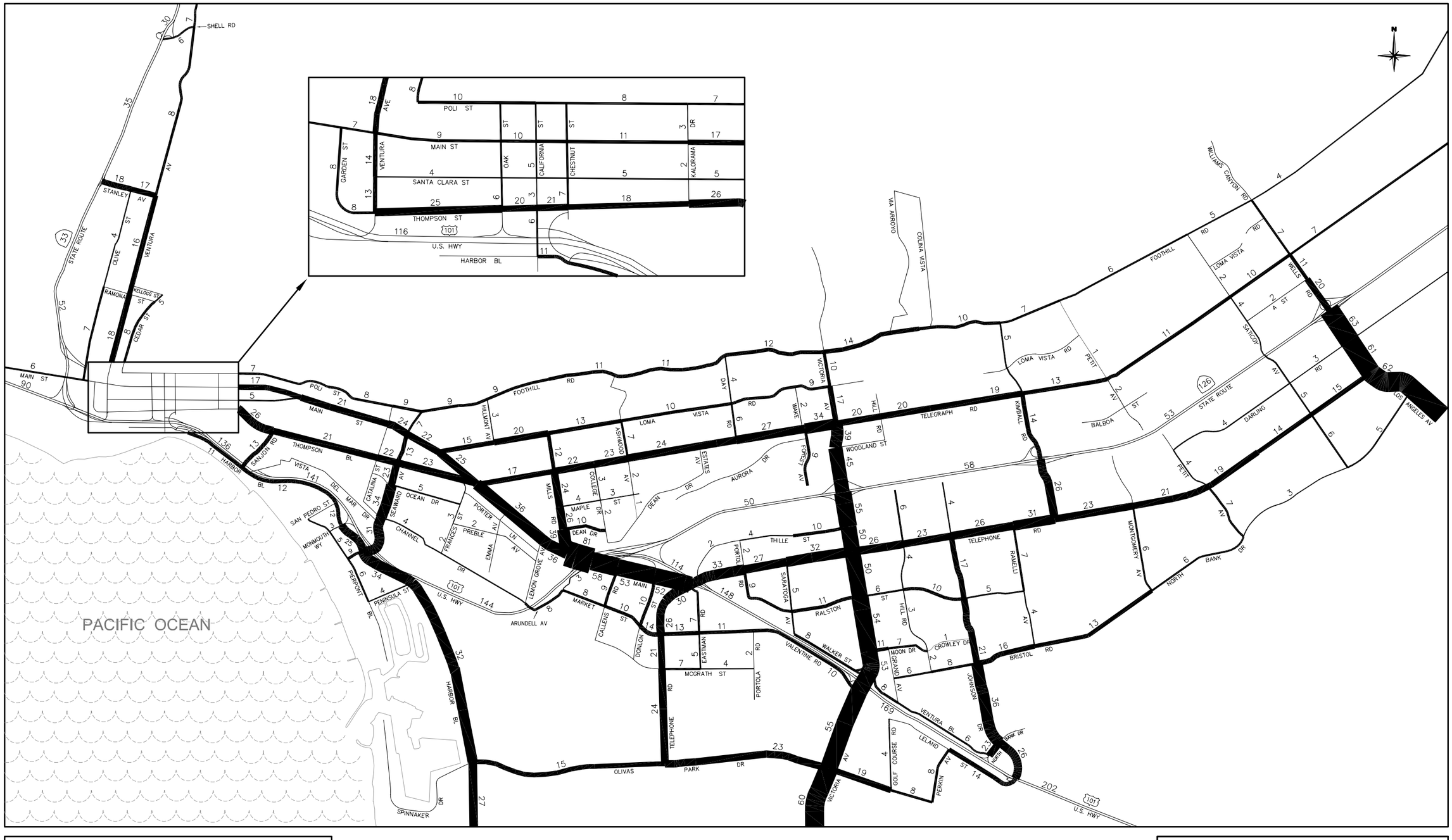


Figure 3-1

EXISTING AND FUTURE ADT BY SUBAREA
- SCENARIO 1



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 3-2

2025 ADT VOLUMES (000s)
- SCENARIO 1 (BASELINE NETWORK)

LEGEND

.XX Highest ICU value during the AM or PM peak hour

LOS A-C LOS D LOS E-F

Level of service (LOS) ranges:

LOS A .00-.60	LOS D .81-.90
LOS B .61-.70	LOS E .91-1.00
LOS C .71-.80	LOS F Above 1.00

Figure 3-3

2025 INTERSECTION CAPACITY UTILIZATION (ICU) - SCENARIO 1 (BASELINE NETWORK)

Table 3-2
ROADWAY IMPROVEMENTS – SCENARIO 1

LOCATION	IMPROVEMENT
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR-126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR-126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR-126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane
II. Non-Committed	
2. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane

Table 3-3

2025 ICU SUMMARY – SCENARIO 1

Intersection	Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.50	A	.54	A	--		--	
2. Victoria & Loma Vista	.55	A	.51	A	--		--	
3. Victoria & Telegraph	.62	B	.77	C	--		--	
4. Victoria & Woodland	.71	C	.56	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.57	A	.84	D	--		--	
6. Victoria & Thille	.52	A	.60	A	--		--	
7. Victoria & Telephone	.63	B	.72	C	--		--	
8. Victoria & Ralston	.69	B	.77	C	--		--	
10. Victoria & Moon	.56	A	.62	B	--		--	
14. Hill & Telephone	.53	A	.60	A	--		--	
15. Johnson & Telephone	.49	A	.74	C	--		--	
18. Seaward & US 101 NB Ramps (a)	.52	A	.62	B	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.56	A	.80	C	--		--	
20. Harbor & Olivas Park	.41	A	.76	C	--		--	
23. Mills & Loma Vista	.33	A	.42	A	--		--	
24. Mills & Telegraph	.50	A	.52	A	--		--	
25. Mills & Maple	.53	A	.52	A	--		--	
26. Mills & Dean	.54	A	.53	A	--		--	
27. Mills & Main	.69	B	.73	C	--		--	
28. US 101 NB Ramps & Main (a)	.78	C	.83	D	--		--	
29. SR-126 EB Ramps & Main (a)	.53	A	.65	B	--		--	
30. Callens & Main	.46	A	.68	B	--		--	
31. Donlon & Main	.56	A	.84	D	--		--	
32. Telephone & Main (a)	.61	B	.86	D	--		--	
33. US 101 NB Ramps & Telephone (a)	.56	A	.67	B	--		--	
34. Portola & Telephone	.36	A	.50	A	--		--	
35. Saratoga & Telephone	.30	A	.56	A	--		--	
38. Telephone & Market	.60	A	.72	C	--		--	
42. Telephone & McGrath	.29	A	.75	C	--		--	
45. Catalina & Main	.38	A	.35	A	--		--	
46. Seaward & Main	.53	A	.69	B	--		--	
47. Main & Loma Vista	.52	A	.54	A	--		--	
49. Main & Telegraph	.46	A	.71	C	--		--	
50. Emma & Main	.40	A	.51	A	--		--	
51. Lemon Grove & Main	.41	A	.47	A	--		--	
53. Kimball & Telephone	.76	C	.66	B	--		--	
55. Kimball & SR 126 EB Ramps (a)	.35	A	.33	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.77	C	.40	A	--		--	
58. Kimball & Telegraph	.24	A	.34	A	--		--	
60. Ramelli & Telephone	.38	A	.67	B	--		--	
61. Montgomery & Telephone	.58	A	.35	A	--		--	
63. Petit & Telephone	.46	A	.58	A	--		--	
65. Sanjon & Thompson	.48	A	.59	A	--		--	
68. Seaward & Thompson	.51	A	.65	B	--		--	

Table 3-3 (Continued)
SCENARIO 1 ICU SUMMARY

	Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
71. Sanjon & Harbor	.36	A	.66	B	--		--	
75. Ashwood & Telegraph	.29	A	.48	A	--		--	
77. Day & Telegraph	.44	A	.39	A	--		--	
85. Victoria & Olivas Park	.66	B	.80	C	--		--	
86. Telephone & Olivas Park	.56	A	.69	B	--		--	
91. Johnson & Ralston	.71	C	.80	C	--		--	
92. Johnson & Bristol	.71	C	.73	C	--		--	
94. Johnson & North Bank	.70	B	.82	D	--		--	
95. Bristol & Ramelli	.49	A	.26	A	--		--	
96. Montgomery & North Bank	.55	A	.47	A	--		--	
100. Saticoy & Telephone	.47	A	.46	A	--		--	
101. Saticoy & Telegraph	.47	A	.51	A	--		--	
102. Wells & Telegraph	.63	B	.63	B	--		--	
104. Wells & SR 126 EB Ramps (a)	.65	B	.74	C	--		--	
105. Wells & Darling	.69	B	1.06	F	.63	B	.88	D
106. Wells & Telephone	.72	C	.73	C	--		--	
114. California & Thompson	.39	A	.46	A	--		--	
115. Chestnut & Thompson	.48	A	.59	A	--		--	
120. Ventura & Main	.40	A	.71	C	--		--	
132. Ventura & Sanley	.75	C	.83	D	--		--	
136. US 101 SB Ramps & Valentine (a)	.48	A	.53	A	--		--	
138. Johnson & US 101 SB Ramps (a)	.52	A	.84	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.81	D	.66	B	--		--	
161. Victoria & Valentine (a)	.69	B	.78	C	--		--	
162. California & Harbor	.26	A	.36	A	--		--	
163. Santa Clara & Main	.25	A	.30	A	--		--	
164. Seaward & Poli	.41	A	.50	A	--		--	
165. Seaward & Harbor	.58	A	.70	B	--		--	
166. College & Telegraph	.33	A	.40	A	--		--	
168. Day & Foothill	.74	C	.76	C	--		--	
169. Kimball & Foothill	.51	A	.45	A	--		--	
170. Petit & Foothill	.34	A	.18	A	--		--	
171. Saticoy & Foothill	.36	A	.30	A	--		--	
172. Wells & Foothill	.33	A	.26	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.86	D	.74	C	--		--	
174. Petit & Telegraph	.42	A	.28	A	--		--	
175. Ventura & North Bank (a)	.41	A	.88	D	--		--	
176. Saticoy & Darling	.35	A	.29	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.33	A	.50	A	--		--	
178. SR-33 Ramps & Stanley (a)	.67	B	.76	C	--		--	
179. SR-33 Ramps & Shell (a)	.83	D	.86	D	--		--	
180. Estates & Telegraph	.29	A	.39	A	--		--	
181. Ventura & Ramona	.32	A	.49	A	--		--	
182. Olive & Main	.52	A	.58	A	--		--	
190. Petit & North Bank	.20	A	.26	A	--		--	
191. Saticoy & North Bank	.08	A	.15	A	--		--	

Table 3-3 (Continued)
SCENARIO 1 ICU SUMMARY

	Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
192. Los Angeles & North Bank	.71	C	.85	D	--		--	
193. Saticoy & A Street	.17	A	.13	A	--		--	
194. Wells & A Street	.43	A	.41	A	--		--	

(a) LOS E (ICU less than or equal to 1.00) is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90 is the recommended performance standard for all other intersection locations.

Note: Gray shading denotes intersection locations that exceed the performance standard.

Table 3-4
LAND USE AND TRIP GENERATION BY SUB-AREA – 2025 SCENARIO 2

Growth by Land Use Type

Sub-Area	Residential (DUs)	Non-Residential				
		Retail (TSF)	Office (TSF)	Industrial (TSF)	Hotel (TSF)	Total (TSF)
1	389	40	105	600	0	745
2	1,109	43	95	100	0	238
3	1,665	103	170	0	362	635
4	512	28	60	0	0	88
5	431	96	0	9	107	213
6	440	82	100	0	0	182
7	200	43	343	1,216	0	1,602
8	1,484	110	439	0	0	549
9	50	155	58	765	0	979
10	844	15	149	173	0	338
11	200	50	70	50	0	170
12	10	0	0	0	0	0
13	1,059	91	256	0	0	347
14	1,147	17	20	0	0	37
15	70	0	0	75	0	75
16	1,196	165	12	0	0	177
17	435	0	0	0	0	0
Total Growth	11,241	1,038	1,877	2,988	469	6,372
Existing	41,784	6,632	5,090	9,900	2,213	23,836
Future	53,025	7,670	6,967	12,889	2,682	30,208
% Growth	26.9	15.6	36.9	30.2	21.2	26.7

Growth in ADT Trip Generation

Sub-Area	Growth (ADT)	Existing (ADT)	Future (ADT)	% Growth
1	11,589	14,378	25,968	80.6
2	11,748	51,744	63,492	22.7
3	22,036	84,647	106,683	26.0
4	6,965	110,423	117,388	6.3
5	13,280	50,251	63,530	26.4
6	8,936	163,583	172,518	5.5
7	17,801	84,677	102,477	21.0
8	30,295	5,104	35,399	593.6
9	11,016	21,147	32,164	52.1
10	8,895	140,508	149,403	6.3
11	9,086	17,419	26,505	52.2
12	197	18,885	19,082	1.0
13	20,609	15,114	35,723	136.4
14	9,995	14,969	24,964	66.8
15	916	8,047	8,963	11.4
16	19,757	92,749	112,506	21.3
17	3,784	27,476	31,259	13.8
Total	206,905	921,119	1,128,024	22.5

Abbreviations: ADT – Average Daily Trips
DUs – Dwelling Units
TSF – Thousand Square Feet

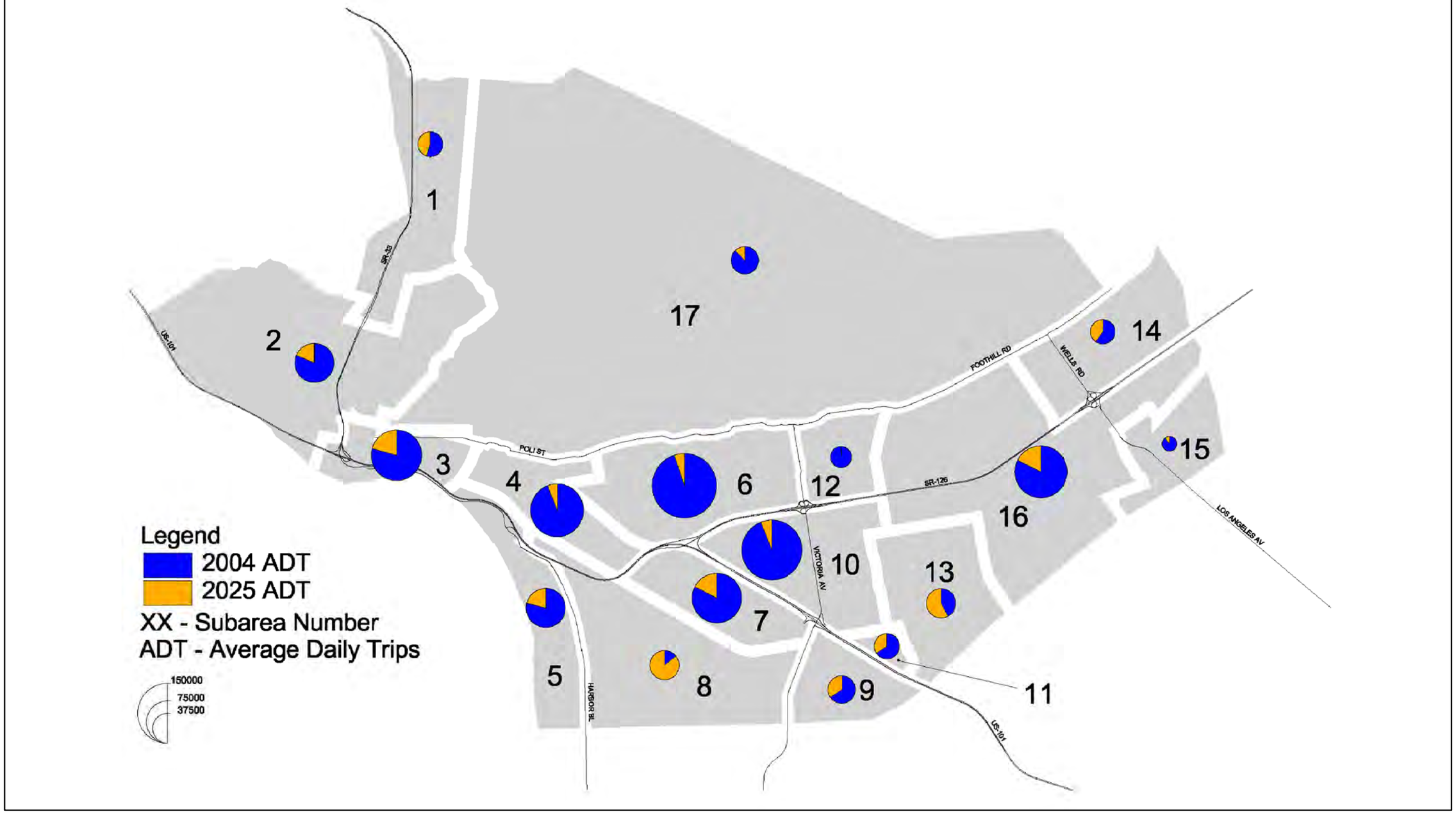


Figure 3-4

EXISTING AND FUTURE ADT BY SUBAREA
- SCENARIO 2

The 2025 ADT volumes on the baseline circulation system for this scenario can be seen in Figure 3-5, and the corresponding ICUs are depicted in Figure 3-6. To serve this scenario, it is proposed that the following new roadway links be added as an alternative to the Baseline Network along with selected intersection improvements:

1. Mills Road extension to Harbor Boulevard (connection at Schooner Drive)
2. New collector between Mills Road and Telephone Road in the Olivas expansion area
3. North Bank Drive extension from Johnson Drive to Bristol Road
4. Kimball Road extension from Telephone Road to North Bank Drive
5. Ralston Street extension from Ramelli Avenue to Montgomery Avenue

Table 3-5 summarizes the overall roadway and intersection improvements for this scenario, and Table 3-6 lists the ICU values with Baseline Improvements and with the recommended additional improvements (ICU calculations can be found in Appendix A). Comparative ADT volumes for the arterial street system with the added roadways can be found in Chapter 4.0 where the recommended roadway classifications for the scenarios are presented. It should be noted that with North Bank Drive extended from Johnson Drive to Bristol Road in the Alternative Network, the six lane widening of Johnson Drive between North Bank Drive and Bristol Road that is assumed in the Baseline Network is not needed.

Scenario 2 results in a total of four locations that require additional (non-committed) improvements, with one deficiency occurring under the Baseline Network and four deficiencies occurring under the Alternative Network. The deficient locations are as follows:

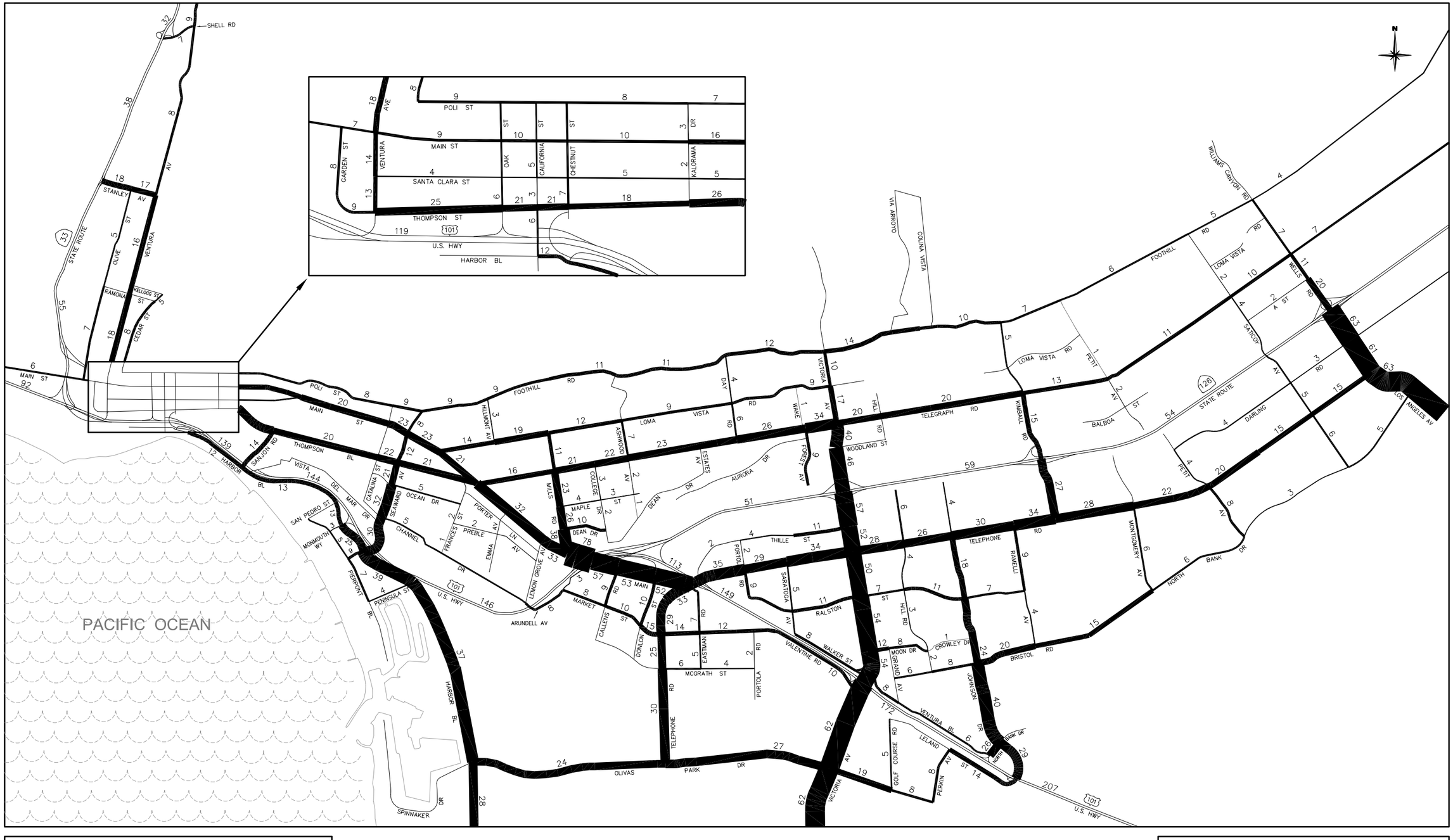
Baseline Network

- Wells Road at Darling Road

Alternative Network

- Mills Road at Main Street
- Johnson Drive at North Bank Drive
- Wells Road at Darling Road
- Ventura Boulevard at North Bank Drive

Text continues on Page 3-23



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 3-5

2025 ADT VOLUMES (000s)
- SCENARIO 2 (BASELINE NETWORK)

LEGEND

.XX Highest ICU value during the AM or PM peak hour

LOS A-C | LOS D | LOS E-F

Level of service (LOS) ranges:

LOS A .00-.60	LOS D .81-.90
LOS B .61-.70	LOS E .91-1.00
LOS C .71-.80	LOS F Above 1.00

Figure 3-6

2025 INTERSECTION CAPACITY UTILIZATION (ICU) - SCENARIO 2 (BASELINE NETWORK)

Table 3-5
ROADWAY IMPROVEMENTS – SCENARIO 2

LOCATION	IMPROVEMENT
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes (a)
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR-126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR-126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR-126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane

(Table Continued)

Table 3-5
ROADWAY IMPROVEMENTS – SCENARIO 2

LOCATION	IMPROVEMENT
II. Non-Committed	
1a. Streets (Alternative Network)	
B Street (Mills Road to Telephone Road)	New two-lane roadway
Kimball Road (Telephone Road to North Bank Drive)	New four-lane roadway
Mills Road (Arundell Avenue to Harbor Boulevard)	New four-lane roadway
North Bank Drive (Johnson Drive to Bristol Road)	New four-lane roadway
Ralston Street (Ramelli Avenue to Montgomery Avenue)	New two-lane roadway
2. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
2a. Intersections (Alternative Network)	
27. Mills Road at Main Street	Add northbound left-turn lane and second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Improve eastbound approach to provide two left-turn lanes, three through lanes and a separate right-turn lane, and improve westbound approach to provide three left-turn lanes and two through lanes
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
175. Ventura Boulevard at North Bank Drive	Add third eastbound through lane

(a) This widening is not needed in the Alternative Network for this scenario, which includes an extension of North Bank Drive from Johnson Drive to Bristol Road.

Table 3-6

2025 ICU SUMMARY – SCENARIO 2

Intersection	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.50	A	.53	A	--		--		.51	A	.54	A	--		--	
2. Victoria & Loma Vista	.57	A	.51	A	--		--		.55	A	.51	A	--		--	
3. Victoria & Telegraph	.64	B	.77	C	--		--		.61	B	.76	C	--		--	
4. Victoria & Woodland	.73	C	.57	A	--		--		.69	B	.54	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.57	A	.89	D	--		--		.54	A	.82	D	--		--	
6. Victoria & Thille	.53	A	.62	B	--		--		.50	A	.56	A	--		--	
7. Victoria & Telephone	.66	B	.75	C	--		--		.60	A	.68	B	--		--	
8. Victoria & Ralston	.70	B	.80	C	--		--		.63	B	.80	C	--		--	
10. Victoria & Moon	.57	A	.66	B	--		--		.54	A	.59	A	--		--	
14. Hill & Telephone	.56	A	.65	B	--		--		.51	A	.55	A	--		--	
15. Johnson & Telephone	.52	A	.85	D	--		--		.45	A	.47	A	--		--	
18. Seaward & US 101 NB Ramps (a)	.59	A	.66	B	--		--		.50	A	.54	A	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.57	A	.87	D	--		--		.58	A	.85	D	--		--	
20. Harbor & Olivas Park	.52	A	.82	D	--		--		.52	A	.79	C	--		--	
23. Mills & Loma Vista	.34	A	.43	A	--		--		.33	A	.44	A	--		--	
24. Mills & Telegraph	.49	A	.52	A	--		--		.49	A	.55	A	--		--	
25. Mills & Maple	.51	A	.52	A	--		--		.57	A	.60	A	--		--	
26. Mills & Dean	.54	A	.52	A	--		--		.58	A	.59	A	--		--	
27. Mills & Main	.70	B	.69	B	--		--		.83	D	1.14	F	.59	A	.76	C
28. US 101 NB Ramps & Main (a)	.82	D	.80	C	--		--		.72	C	.72	C	--		--	
29. SR 126 EB Ramps & Main (a)	.55	A	.63	B	--		--		.47	A	.58	A	--		--	
30. Callens & Main	.47	A	.67	B	--		--		.41	A	.61	B	--		--	
31. Donlon & Main	.58	A	.86	D	--		--		.51	A	.79	C	--		--	
32. Telephone & Main (a)	.69	B	.95	E	--		--		.63	B	.90	D	--		--	
33. US 101 NB Ramps & Telephone (a)	.57	A	.71	C	--		--		.56	A	.69	B	--		--	
34. Portola & Telephone	.36	A	.51	A	--		--		.36	A	.51	A	--		--	

Table 3-6
2025 ICU SUMMARY – SCENARIO 2

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
35. Saratoga & Telephone	.31	A	.57	A	--		--		.30	A	.55	A	--		--	
38. Telephone & Market	.67	B	.77	C	--		--		.62	B	.74	C	--		--	
42. Telephone & McGrath	.41	A	.84	D	--		--		.29	A	.70	B	--		--	
45. Catalina & Main	.37	A	.34	A	--		--		.38	A	.34	A	--		--	
46. Seaward & Main	.58	A	.70	B	--		--		.54	A	.66	B	--		--	
47. Main & Loma Vista	.55	A	.51	A	--		--		.53	A	.50	A	--		--	
49. Main & Telegraph	.45	A	.68	B	--		--		.44	A	.68	B	--		--	
50. Emma & Main	.41	A	.45	A	--		--		.42	A	.47	A	--		--	
51. Lemon Grove & Main	.40	A	.42	A	--		--		.46	A	.51	A	--		--	
53. Kimball & Telephone	.76	C	.71	C	--		--		.49	A	.38	A	--		--	
55. Kimball & SR 126 EB Ramps (a)	.36	A	.34	A	--		--		.40	A	.34	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.78	C	.43	A	--		--		.92	E	.47	A	--		--	
58. Kimball & Telegraph	.24	A	.34	A	--		--		.27	A	.34	A	--		--	
60. Ramelli & Telephone	.42	A	.71	C	--		--		.28	A	.35	A	--		--	
61. Montgomery & Telephone	.60	A	.39	A	--		--		.55	A	.40	A	--		--	
63. Petit & Telephone	.46	A	.60	A	--		--		.49	A	.62	B	--		--	
65. Sanjon & Thompson	.49	A	.57	A	--		--		.48	A	.55	A	--		--	
68. Seaward & Thompson	.50	A	.61	B	--		--		.50	A	.60	A	--		--	
71. Sanjon & Harbor	.37	A	.69	B	--		--		.36	A	.69	B	--		--	
75. Ashwood & Telegraph	.29	A	.47	A	--		--		.31	A	.46	A	--		--	
77. Day & Telegraph	.42	A	.39	A	--		--		.44	A	.39	A	--		--	
85. Victoria & Olivas Park	.72	C	.89	D	--		--		.72	C	.86	D	--		--	
86. Telephone & Olivas Park	.64	B	.87	D	--		--		.55	A	.65	B	--		--	
91. Johnson & Ralston	.52	A	.57	A	--		--		.43	A	.53	A	--		--	
92. Johnson & Bristol	.75	C	.79	C	--		--		.33	A	.51	A	--		--	
94. Johnson & North Bank	.74	C	.89	D	--		--		.99	E	1.32	F	.79	C	.97	E
95. Bristol & Ramelli	.51	A	.31	A	--		--		.12	A	.14	A	--		--	
96. Montgomery & North Bank	.62	B	.47	A	--		--		.54	A	.43	A	--		--	
100. Saticoy & Telephone	.50	A	.48	A	--		--		.46	A	.45	A	--		--	
101. Saticoy & Telegraph	.50	A	.51	A	--		--		.49	A	.52	A	--		--	

Table 3-6
2025 ICU SUMMARY – SCENARIO 2

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
102. Wells & Telegraph	.65	B	.63	B	--		--		.63	B	.61	B	--		--	
104. Wells & SR 126 EB Ramps (a)	.66	B	.75	C	--		--		.63	B	.73	C	--		--	
105. Wells & Darling	.69	B	1.07	F	.63	B	.88	D	.67	B	1.03	F	.61	B	.83	D
106. Wells & Telephone	.74	C	.73	C	--		--		.68	B	.70	B	--		--	
114. California & Thompson	.43	A	.47	A	--		--		.41	A	.46	A	--		--	
115. Chestnut & Thompson	.50	A	.59	A	--		--		.49	A	.56	A	--		--	
120. Ventura & Main	.42	A	.71	C	--		--		.41	A	.72	C	--		--	
132. Ventura & Stanley	.75	C	.83	D	--		--		.75	C	.83	D	--		--	
136. US 101 SB Ramps & Valentine (a)	.54	A	.64	B	--		--		.55	A	.63	B	--		--	
138. Johnson & US 101 SB Ramps (a)	.57	A	.86	D	--		--		.59	A	.84	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.86	D	.72	C	--		--		.81	D	.68	B	--		--	
161. Victoria & Valentine (a)	.79	C	.91	E	--		--		.75	C	.86	D	--		--	
162. California & Harbor	.29	A	.37	A	--		--		.31	A	.37	A	--		--	
163. Santa Clara & Main	.25	A	.30	A	--		--		.25	A	.28	A	--		--	
164. Seaward & Poli	.42	A	.51	A	--		--		.41	A	.48	A	--		--	
165. Seaward & Harbor	.64	B	.77	C	--		--		.57	A	.64	B	--		--	
166. College & Telegraph	.34	A	.40	A	--		--		.34	A	.41	A	--		--	
168. Day & Foothill	.74	C	.76	C	--		--		.75	C	.74	C	--		--	
169. Kimball & Foothill	.51	A	.44	A	--		--		.53	A	.51	A	--		--	
170. Petit & Foothill	.35	A	.18	A	--		--		.34	A	.19	A	--		--	
171. Saticoy & Foothill	.36	A	.31	A	--		--		.36	A	.32	A	--		--	
172. Wells & Foothill	.33	A	.25	A	--		--		.33	A	.26	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.89	D	.75	C	--		--		.83	D	.71	C	--		--	
174. Petit & Telegraph	.42	A	.27	A	--		--		.44	A	.27	A	--		--	
175. Ventura & North Bank (a)	.46	A	.92	E	--		--		.48	A	1.13	F	.48	A	.78	C
176. Saticoy & Darling	.35	A	.29	A	--		--		.35	A	.28	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.33	A	.50	A	--		--		.32	A	.49	A	--		--	
178. SR-33 Ramps & Stanley (a)	.69	B	.75	C	--		--		.69	B	.75	C	--		--	
179. SR-33 Ramps & Shell (a)	.93	E	.93	E	--		--		.93	E	.93	E	--		--	
180. Estates & Telegraph	.28	A	.40	A	--		--		.28	A	.38	A	--		--	

Table 3-6
2025 ICU SUMMARY – SCENARIO 2

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
181. Ventura & Ramona	.33	A	.50	A	--		--		.33	A	.50	A	--		--	
182. Olive & Main	.54	A	.61	B	--		--		.55	A	.61	B	--		--	
190. Petit & North Bank	.22	A	.27	A	--		--		.24	A	.30	A	--		--	
191. Saticoy & North Bank	.08	A	.15	A	--		--		.08	A	.13	A	--		--	
192. Los Angeles & North Bank	.72	C	.86	D	--		--		.66	B	.82	D	--		--	
193. Saticoy & A St	.17	A	.12	A	--		--		.18	A	.12	A	--		--	
194. Wells & A St	.44	A	.41	A	--		--		.43	A	.42	A	--		--	
196. Ramelli & Ralston	--		--		--		--		.33	A	.37	A	--		--	
197. Kimball & Ralston	--		--		--		--		.32	A	.46	A	--		--	
198. Montgomery & Ralston	--		--		--		--		.26	A	.23	A	--		--	
199. Kimball & North Bank	--		--		--		--		.69	B	.64	B	--		--	
200. Harbor & Mills	--		--		--		--		.42	A	.59	A	--		--	
201. Mills & B St	--		--		--		--		.73	C	.75	C	--		--	
202. Telephone & B St	--		--		--		--		.48	A	.65	B	--		--	

(a) LOS E (ICU less than or equal to 1.00) is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90) is the recommended performance standard for all other intersection locations.

Note: Gray shading denotes intersection locations that exceed the performance standard.

SCENARIO 3 – INTENSIFICATION/REUSE + NORTH AVENUE + OLIVAS

This scenario adds to the intensification and infill development of Scenario 1 by adding residential and non-residential development in the North Avenue and Olivas expansion areas. In this case, the amount of development in Expansion Area 2 is greater than in Scenario 1 (2,394 dwelling units versus no added dwelling units). Citywide, this scenario would add an estimated, 11,255 dwelling units and 6.4 million square feet of non-residential development.

Table 3-7 summarizes the growth by sub-area for this scenario, and Figure 3-7 shows this growth in diagrammatic form. The citywide increase in trip generation is 21.9 percent, similar to that of Scenario 2 but with different geographic distribution due to most of the expansion area growth being allocated to the Olivas Expansion Area.

The 2025 ADT volumes on the baseline circulation system for this scenario can be seen in Figure 3-8, and the corresponding ICUs are depicted in Figure 3-9. Deficiencies shown here are addressed by selected intersection improvements and by new roadway links serving the Olivas Expansion Area (the Mills Road extension and a new collector between the extension of Mills Road and Telephone Road). Table 3-8 summarizes the overall roadway and intersection improvements for this scenario, and Table 3-9 lists the ICU values with Baseline improvements and with the recommended additional improvements (ICU calculations can be found in Appendix A). Comparative ADT volumes for the arterial street system with the added roadways can be found in Chapter 4.0 where the recommended roadway classifications for the scenarios are presented.

Scenario 3 results in two locations that require additional (non-committed) improvements, with one deficiency occurring under the Baseline Network and two occurring under the Alternative Network. The deficient locations are as follows:

Baseline Network

- Wells Road at Darling Road

Alternative Network

- Mills Road at Main Street
- Wells Road at Darling Road

Text continues on Page 3-34

Table 3-7
LAND USE AND TRIP GENERATION BY SUB-AREA – 2025 SCENARIO 3

Growth by Land Use Type

Sub-Area	Residential (DUs)	Non-Residential				
		Retail (TSF)	Office (TSF)	Industrial (TSF)	Hotel (TSF)	Total (TSF)
1	535	59	160	600	0	819
2	1,109	43	95	100	0	238
3	1,665	103	170	0	362	635
4	512	28	60	0	0	88
5	431	96	0	9	107	213
6	440	82	100	0	0	182
7	200	43	343	1,216	0	1,602
8	2,394	183	640	0	0	823
9	50	155	58	765	0	979
10	844	15	149	173	0	338
11	200	50	70	50	0	170
12	10	0	0	0	0	0
13	17	0	0	0	0	0
14	1,147	17	20	0	0	37
15	70	0	0	75	0	75
16	1,196	165	12	0	0	177
17	435	0	0	0	0	0
Total Growth	11,255	1,039	1,877	2,988	469	6,373
Existing	41,784	6,632	5,090	9,900	2,213	23,836
Future	53,039	7,671	6,967	12,889	2,682	30,209
% Growth	26.9	15.7	36.9	30.2	21.2	26.7

Growth in ADT Trip Generation

Sub-Area	Growth (ADT)	Existing (ADT)	Future (ADT)	% Growth
1	14,731	14,378	29,109	102.5
2	11,748	51,744	63,492	22.7
3	22,036	84,647	106,683	26.0
4	6,965	110,423	117,388	6.3
5	13,280	50,251	63,530	26.4
6	7,363	163,583	170,945	4.5
7	17,801	84,677	102,477	21.0
8	42,664	5,104	47,768	835.9
9	11,019	21,147	32,167	52.1
10	8,895	140,508	149,403	6.3
11	10,559	17,419	27,977	60.6
12	197	18,885	19,082	1.0
13	288	15,114	15,402	1.9
14	9,995	14,969	24,964	66.8
15	916	8,047	8,963	11.4
16	19,757	92,749	112,506	21.3
17	3,784	27,476	31,259	13.8
Total	201,998	921,119	1,123,116	21.9

Abbreviations: ADT – Average Daily Trips
DUs – Dwelling Units
TSF – Thousand Square Feet

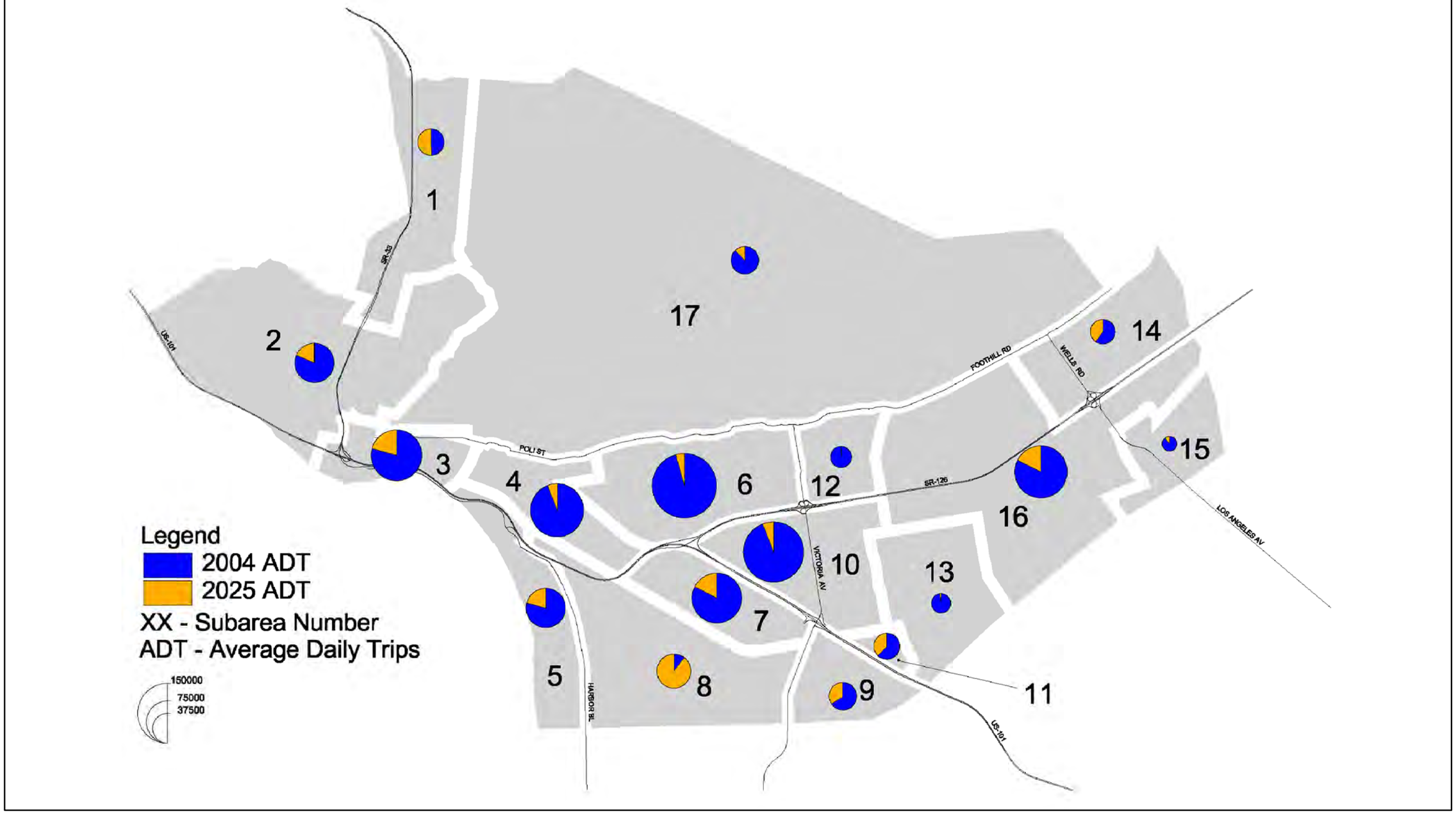
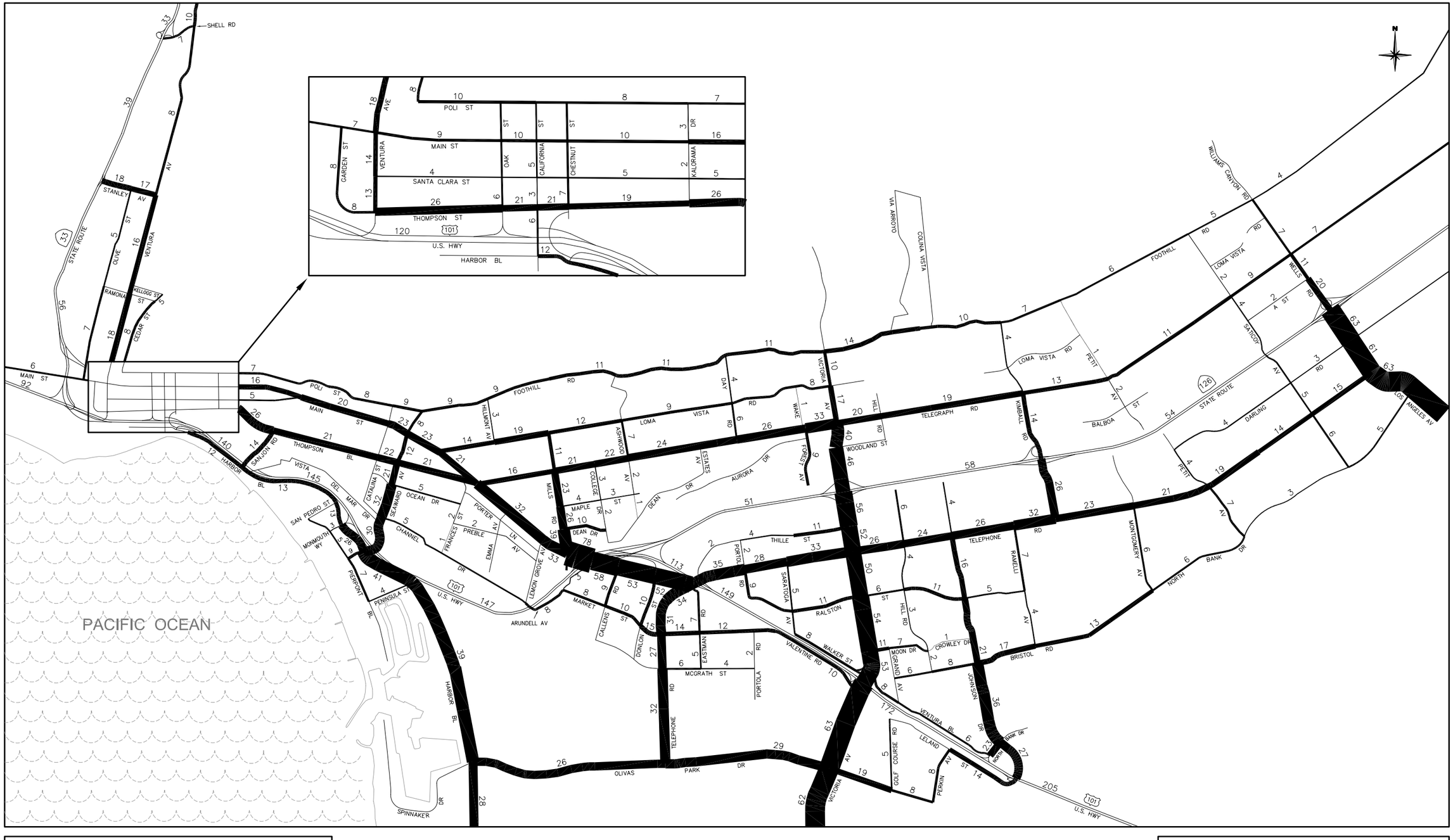


Figure 3-7

EXISTING AND FUTURE ADT BY SUBAREA
- SCENARIO 3



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 3-8

2025 ADT VOLUMES (000s)
- SCENARIO 3 (BASELINE NETWORK)

LEGEND

.XX Highest ICU value during the AM or PM peak hour

LOS A-C | LOS D | LOS E-F

Level of service (LOS) ranges:

LOS A .00-.60	LOS D .81-.90
LOS B .61-.70	LOS E .91-1.00
LOS C .71-.80	LOS F Above 1.00

Figure 3-9

2025 INTERSECTION CAPACITY UTILIZATION (ICU) - SCENARIO 3 (BASELINE NETWORK)

Table 3-8
ROADWAY IMPROVEMENTS – SCENARIO 3

LOCATION	IMPROVEMENT
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR-126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR-126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR-126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane

(Table Continued)

Table 3-8
ROADWAY IMPROVEMENTS – SCENARIO 3

LOCATION	IMPROVEMENT
II. Non-Committed	
1a. Streets (Alternative Network)	
B Street (Mills Road to Telephone Road)	New two-lane roadway
Mills Road (Arundell Avenue to Harbor Boulevard)	New four-lane roadway
2. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add second southbound left-turn lane, second westbound left-turn lane and eastbound left-turn lane
2a. Intersections (Alternative Network)	
27. Mills Road at Main Street	Add northbound left-turn lane and second northbound and southbound through lanes
105. Wells Road at Darling Road	Add second southbound left-turn lane, second westbound left-turn lane and eastbound left-turn lane

Table 3-9

2025 ICU SUMMARY – SCENARIO 3

Intersection	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.49	A	.53	A	--		--		.50	A	.52	A	--		--	
2. Victoria & Loma Vista	.56	A	.50	A	--		--		.55	A	.49	A	--		--	
3. Victoria & Telegraph	.63	B	.77	C	--		--		.61	B	.75	C	--		--	
4. Victoria & Woodland	.71	C	.56	A	--		--		.69	B	.55	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.57	A	.87	D	--		--		.56	A	.84	D	--		--	
6. Victoria & Thille	.53	A	.61	B	--		--		.51	A	.60	A	--		--	
7. Victoria & Telephone	.64	B	.72	C	--		--		.61	B	.70	B	--		--	
8. Victoria & Ralston	.69	B	.80	C	--		--		.68	B	.79	C	--		--	
10. Victoria & Moon	.57	A	.63	B	--		--		.57	A	.62	B	--		--	
14. Hill & Telephone	.53	A	.61	B	--		--		.53	A	.61	B	--		--	
15. Johnson & Telephone	.48	A	.74	C	--		--		.48	A	.73	C	--		--	
18. Seaward & US 101 NB Ramps (a)	.60	A	.67	B	--		--		.52	A	.55	A	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.57	A	.89	D	--		--		.58	A	.86	D	--		--	
20. Harbor & Olivas Park	.55	A	.82	D	--		--		.53	A	.81	D	--		--	
23. Mills & Loma Vista	.34	A	.44	A	--		--		.33	A	.45	A	--		--	
24. Mills & Telegraph	.49	A	.50	A	--		--		.50	A	.54	A	--		--	
25. Mills & Maple	.52	A	.51	A	--		--		.58	A	.60	A	--		--	
26. Mills & Dean	.54	A	.54	A	--		--		.57	A	.58	A	--		--	
27. Mills & Main	.70	B	.71	C	--		--		.95	E	1.27	F	.60	A	.82	D
28. US 101 NB Ramps & Main (a)	.82	D	.80	C	--		--		.71	C	.70	B	--		--	
29. SR 126 EB Ramps & Main (a)	.55	A	.63	B	--		--		.47	A	.57	A	--		--	
30. Callens & Main	.47	A	.68	B	--		--		.42	A	.59	A	--		--	
31. Donlon & Main	.59	A	.85	D	--		--		.54	A	.79	C	--		--	
32. Telephone & Main (a)	.69	B	.96	E	--		--		.65	B	.90	D	--		--	
33. US 101 NB Ramps & Telephone (a)	.57	A	.70	B	--		--		.56	A	.69	B	--		--	
34. Portola & Telephone	.37	A	.51	A	--		--		.35	A	.50	A	--		--	
35. Saratoga & Telephone	.31	A	.55	A	--		--		.30	A	.55	A	--		--	

Table 3-9
2025 ICU SUMMARY – SCENARIO 3

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
42. Telephone & McGrath	.46	A	.88	D	--		--		.29	A	.70	B	--		--	
45. Catalina & Main	.37	A	.34	A	--		--		.38	A	.34	A	--		--	
46. Seaward & Main	.59	A	.70	B	--		--		.56	A	.67	B	--		--	
47. Main & Loma Vista	.55	A	.53	A	--		--		.53	A	.51	A	--		--	
49. Main & Telegraph	.46	A	.68	B	--		--		.45	A	.67	B	--		--	
50. Emma & Main	.41	A	.45	A	--		--		.42	A	.47	A	--		--	
51. Lemon Grove & Main	.40	A	.43	A	--		--		.49	A	.49	A	--		--	
53. Kimball & Telephone	.76	C	.66	B	--		--		.76	C	.65	B	--		--	
55. Kimball & SR 126 EB Ramps (a)	.35	A	.33	A	--		--		.34	A	.32	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.76	C	.40	A	--		--		.76	C	.40	A	--		--	
58. Kimball & Telegraph	.24	A	.34	A	--		--		.24	A	.33	A	--		--	
60. Ramelli & Telephone	.37	A	.68	B	--		--		.38	A	.67	B	--		--	
61. Montgomery & Telephone	.58	A	.35	A	--		--		.58	A	.36	A	--		--	
63. Petit & Telephone	.46	A	.58	A	--		--		.46	A	.59	A	--		--	
65. Sanjon & Thompson	.49	A	.57	A	--		--		.48	A	.57	A	--		--	
68. Seaward & Thompson	.53	A	.60	A	--		--		.50	A	.58	A	--		--	
71. Sanjon & Harbor	.38	A	.70	B	--		--		.37	A	.68	B	--		--	
75. Ashwood & Telegraph	.29	A	.46	A	--		--		.31	A	.48	A	--		--	
77. Day & Telegraph	.42	A	.39	A	--		--		.43	A	.39	A	--		--	
85. Victoria & Olivas Park	.74	C	.90	D	--		--		.73	C	.85	D	--		--	
86. Telephone & Olivas Park	.68	B	.87	D	--		--		.56	A	.66	B	--		--	
91. Johnson & Ralston	.67	B	.80	C	--		--		.71	C	.81	D	--		--	
92. Johnson & Bristol	.72	C	.74	C	--		--		.71	C	.74	C	--		--	
94. Johnson & North Bank	.71	C	.85	D	--		--		.71	C	.81	D	--		--	
95. Bristol & Ramelli	.50	A	.27	A	--		--		.47	A	.26	A	--		--	
96. Montgomery & North Bank	.55	A	.48	A	--		--		.54	A	.46	A	--		--	
100. Saticoy & Telephone	.48	A	.46	A	--		--		.47	A	.46	A	--		--	
101. Saticoy & Telegraph	.47	A	.51	A	--		--		.47	A	.51	A	--		--	

Table 3-9
2025 ICU SUMMARY – SCENARIO 3

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
102. Wells & Telegraph	.66	B	.62	B	--		--		.66	B	.62	B	--		--	
104. Wells & SR 126 EB Ramps (a)	.66	B	.74	C	--		--		.66	B	.74	C	--		--	
105. Wells & Darling	.69	B	1.07	F	.63	B	.89	D	.69	B	1.06	F	.63	B	.88	D
106. Wells & Telephone	.72	C	.73	C	--		--		.72	C	.73	C	--		--	
114. California & Thompson	.44	A	.47	A	--		--		.43	A	.47	A	--		--	
115. Chestnut & Thompson	.50	A	.59	A	--		--		.50	A	.58	A	--		--	
120. Ventura & Main	.40	A	.72	C	--		--		.41	A	.72	C	--		--	
132. Ventura & Stanley	.74	C	.85	D	--		--		.74	C	.84	D	--		--	
136. US 101 SB Ramps & Valentine (a)	.56	A	.66	B	--		--		.56	A	.63	B	--		--	
138. Johnson & US 101 SB Ramps (a)	.58	A	.85	D	--		--		.58	A	.85	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.87	D	.73	C	--		--		.82	D	.71	C	--		--	
161. Victoria & Valentine (a)	.82	D	.94	E	--		--		.80	C	.90	D	--		--	
162. California & Harbor	.28	A	.38	A	--		--		.31	A	.38	A	--		--	
163. Santa Clara & Main	.25	A	.30	A	--		--		.25	A	.29	A	--		--	
164. Seaward & Poli	.42	A	.51	A	--		--		.41	A	.49	A	--		--	
165. Seaward & Harbor	.65	B	.77	C	--		--		.56	A	.68	B	--		--	
166. College & Telegraph	.33	A	.40	A	--		--		.34	A	.42	A	--		--	
168. Day & Foothill	.73	C	.75	C	--		--		.73	C	.73	C	--		--	
169. Kimball & Foothill	.51	A	.45	A	--		--		.51	A	.46	A	--		--	
170. Petit & Foothill	.34	A	.18	A	--		--		.34	A	.18	A	--		--	
171. Saticoy & Foothill	.36	A	.31	A	--		--		.36	A	.31	A	--		--	
172. Wells & Foothill	.33	A	.26	A	--		--		.33	A	.26	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.87	D	.73	C	--		--		.84	D	.71	C	--		--	
174. Petit & Telegraph	.41	A	.27	A	--		--		.41	A	.27	A	--		--	
175. Ventura & North Bank (a)	.42	A	.91	E	--		--		.42	A	.89	D	--		--	
176. Saticoy & Darling	.34	A	.30	A	--		--		.34	A	.29	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.33	A	.49	A	--		--		.33	A	.49	A	--		--	
178. SR-33 Ramps & Stanley (a)	.68	B	.74	C	--		--		.68	B	.74	C	--		--	
179. SR-33 Ramps & Shell (a)	.96	E	.98	E	--		--		.96	E	.98	E	--		--	
180. Estates & Telegraph	.29	A	.39	A	--		--		.28	A	.39	A	--		--	

Table 3-9
2025 ICU SUMMARY – SCENARIO 3

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
181. Ventura & Ramona	.33	A	.52	A	--		--		.33	A	.51	A	--		--	
182. Olive & Main	.55	A	.61	B	--		--		.56	A	.61	B	--		--	
190. Petit & North Bank	.21	A	.26	A	--		--		.20	A	.26	A	--		--	
191. Saticoy & North Bank	.08	A	.15	A	--		--		.08	A	.15	A	--		--	
192. Los Angeles & North Bank	.71	C	.86	D	--		--		.71	C	.86	D	--		--	
193. Saticoy & A St	.16	A	.13	A	--		--		.16	A	.13	A	--		--	
194. Wells & A St	.44	A	.42	A	--		--		.44	A	.41	A	--		--	
200. Harbor & Mills	--		--		--		--		.42	A	.64	B	--		--	
201. Mills & B St	--		--		--		--		.77	C	.83	D	--		--	
202. Telephone & B St	--		--		--		--		.49	A	.65	B	--		--	

(a) LOS E (ICU less than or equal to 1.00) is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90) is the recommended performance standard for all other intersection locations.

Note: Gray shading denotes intersection locations that exceed the performance standard.

SCENARIO 4 – INTENSIFICATION/REUSE + NORTH AVENUE + SERRA

This scenario adds to the intensification and infill development of Scenario 1 by adding residential and non-residential development in the North Avenue and Serra expansion areas. Citywide, this scenario would add an estimated 11,241 dwelling units and 6.4 million square feet of non-residential development.

Table 3-10 summarizes the growth by sub-area for this scenario, and Figure 3-10 shows this growth in diagrammatic form. The citywide increase in trip generation for this scenario is 21.7 percent with the expansion area growth allocated to the Serra Expansion Area (2,397 dwelling units versus 1,059 in Scenario 2).

The 2025 ADT volumes on the baseline circulation system for this scenario can be seen in Figure 3-11, and the corresponding ICUs are shown in Figure 3-12. To serve this scenario, it is proposed that the following new roadway links be added as an alternative to the Baseline Network along with selected intersection improvements:

1. North Bank Drive extension from Johnson Drive to Bristol Road
2. Kimball Road extension from Telephone Road to North Bank Drive
3. Ralston Street extension from Ramelli Avenue to Montgomery Avenue

Table 3-11 summarizes the overall roadway and intersection improvements for this scenario, and Table 3-12 lists the ICU values with Baseline Improvements and with the recommended additional improvements (ICU calculations can be found in Appendix A). Comparative ADT volumes for the arterial street system with the added roadways can be found in Chapter 4.0 where the recommended roadway classifications for the scenarios are presented. It should be noted that with North Bank Drive extended from Johnson Drive to Bristol Road in the Alternative Network, the six-lane widening of Johnson Drive between North Bank Drive and Bristol Road that is assumed in the Baseline Network is not needed.

Text continues on Page 3-45

Table 3-10
LAND USE AND TRIP GENERATION BY SUB-AREA – 2025 SCENARIO 4

Growth by Land Use Type

Sub-Area	Residential (DUs)	Non-Residential				
		Retail (TSF)	Office (TSF)	Industrial (TSF)	Hotel (TSF)	Total (TSF)
1	535	59	160	600	0	819
2	1,109	43	95	100	0	238
3	1,665	103	170	0	362	635
4	512	28	60	0	0	88
5	431	96	0	9	107	213
6	440	82	100	0	0	182
7	200	43	343	1,216	0	1,602
8	0	0	0	0	0	0
9	50	155	58	764	0	978
10	844	15	149	173	0	338
11	200	50	70	50	0	170
12	10	0	0	0	0	0
13	2,397	183	640	0	0	823
14	1,147	17	20	0	0	37
15	70	0	0	75	0	75
16	1,196	165	12	0	0	177
17	435	0	0	0	0	0
Total Growth	11,241	1,039	1,877	2,988	469	6,372
Existing	41,784	6,632	5,090	9,900	2,213	23,836
Future	53,025	7,671	6,967	12,888	2,682	30,208
% Growth	26.9	15.7	36.9	30.2	21.2	26.7

Growth in ADT Trip Generation

Sub-Area	Growth (ADT)	Existing (ADT)	Future (ADT)	% Growth
1	14,731	14,378	29,109	102.5
2	13,505	51,744	65,249	26.1
3	22,036	84,647	106,683	26.0
4	2,135	110,423	112,558	1.9
5	13,280	50,251	63,530	26.4
6	9,293	163,583	172,876	5.7
7	17,801	84,677	102,477	21.0
8	0	5,104	5,104	0.0
9	11,015	21,147	32,162	52.1
10	8,895	140,508	149,403	6.3
11	10,559	17,419	27,977	60.6
12	197	18,885	19,082	1.0
13	41,898	15,114	57,013	277.2
14	9,995	14,969	24,964	66.8
15	916	8,047	8,963	11.4
16	19,757	92,749	112,506	21.3
17	3,784	27,476	31,259	13.8
Total	199,798	921,119	1,120,916	21.7

Abbreviations: ADT – Average Daily Trips
DUs – Dwelling Units
TSF – Thousand Square Feet

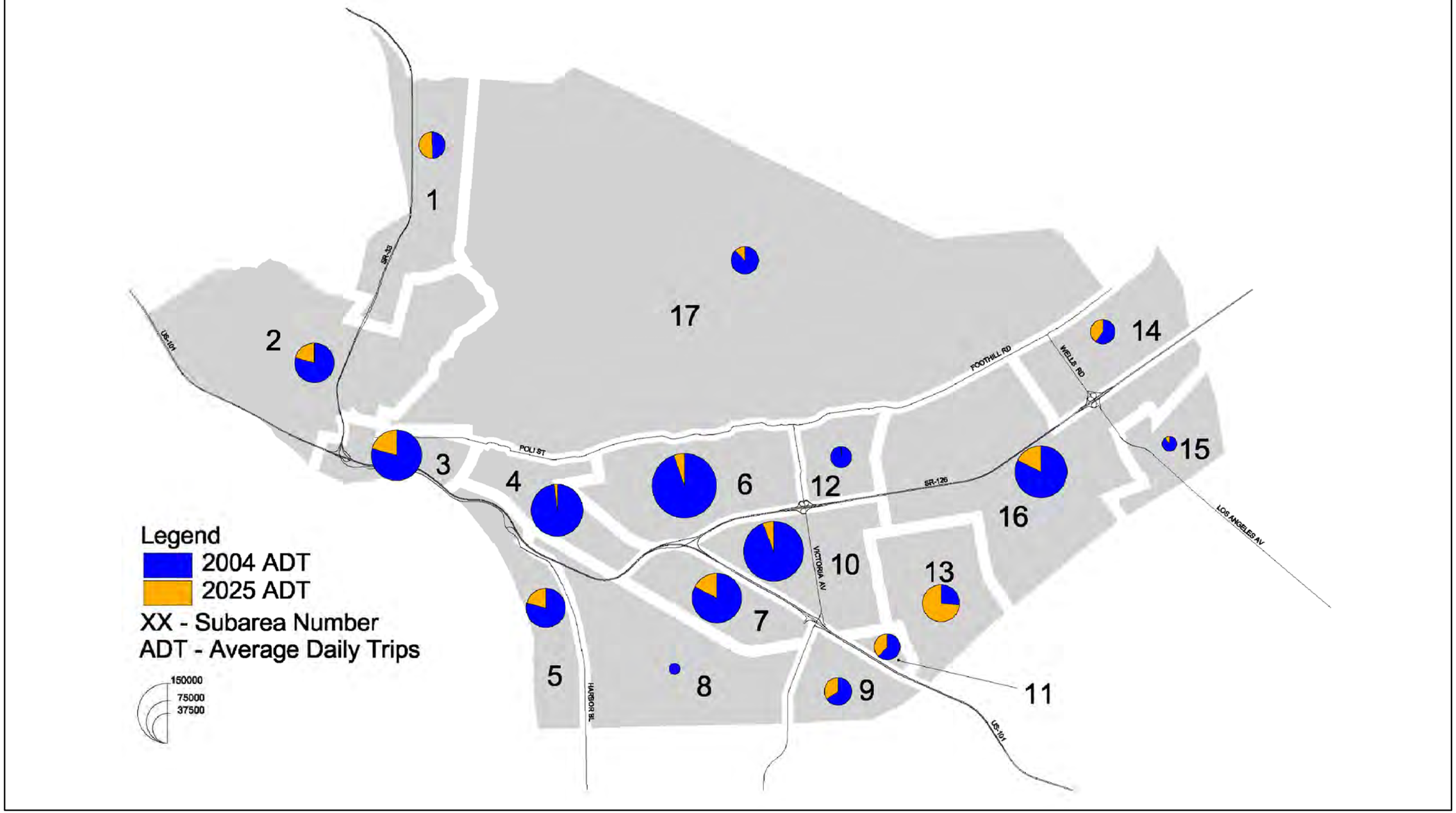
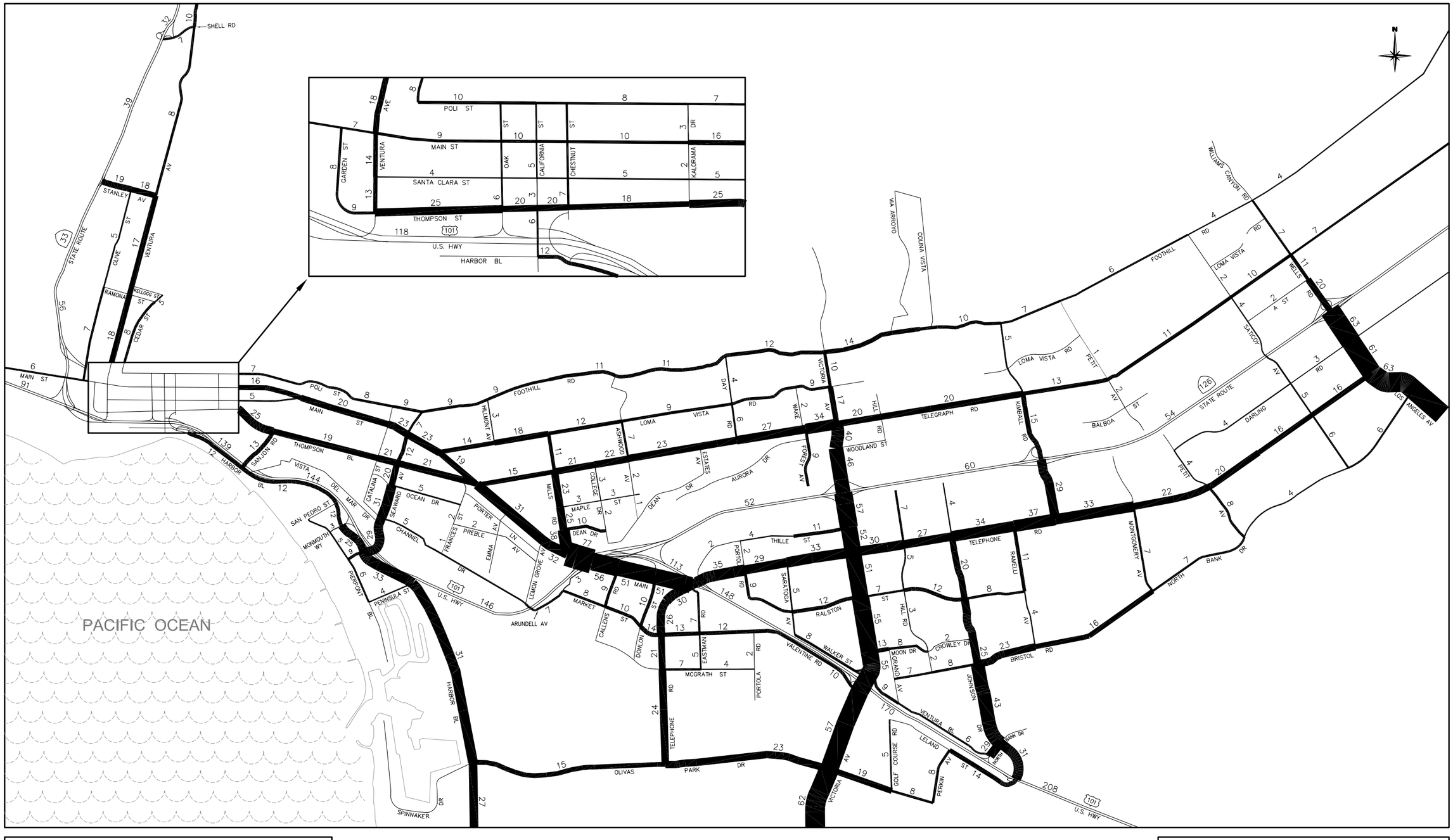


Figure 3-10

EXISTING AND FUTURE ADT BY SUBAREA
- SCENARIO 4



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 3-11

2025 ADT VOLUMES (000s)
- SCENARIO 4 (BASELINE NETWORK)

LEGEND

.XX Highest ICU value during the AM or PM peak hour

LOS A-C | LOS D | LOS E-F

Level of service (LOS) ranges:

LOS A .00-.60	LOS D .81-.90
LOS B .61-.70	LOS E .91-1.00
LOS C .71-.80	LOS F Above 1.00

Figure 3-12

2025 INTERSECTION CAPACITY UTILIZATION (ICU) - SCENARIO 4 (BASELINE NETWORK)

Table 3-11
ROADWAY IMPROVEMENTS – SCENARIO 4

LOCATION	IMPROVEMENT
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes (a)
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR-126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR-126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR-126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane

(Table Continued)

Table 3-11
ROADWAY IMPROVEMENTS – SCENARIO 4

LOCATION	IMPROVEMENT
II. Non-Committed	
1a. Streets (Alternative Network)	
Kimball Road (Telephone Road to North Bank Drive)	New four-lane roadway
North Bank Drive (Johnson Drive to Bristol Road)	New four-lane roadway
Ralston Street (Ramelli Avenue to Montgomery Avenue)	New two-lane roadway
2. Intersections (Baseline Network)	
15. Johnson Drive & Telephone Road	Add separate eastbound right-turn lane
94. Johnson Drive at North Bank Drive	Add southbound right-turn lane
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
2a. Intersections (Alternative Network)	
94. Johnson Drive at North Bank Drive	Improve eastbound approach to provide two left-turn lanes, three through lanes and a separate right-turn lane, and improve westbound approach to provide three left-turn lanes and two through lanes
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
175. Ventura Boulevard at North Bank Drive	Add third eastbound through lane

(a) This widening is not needed in the Alternative Network for this scenario, which includes an extension of North Bank Drive from Johnson Drive to Bristol Road.

Table 3-12

2025 ICU SUMMARY – SCENARIO 4

Intersection	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.50	A	.54	A	--		--		.50	A	.53	A	--		--	
2. Victoria & Loma Vista	.58	A	.51	A	--		--		.59	A	.52	A	--		--	
3. Victoria & Telegraph	.64	B	.78	C	--		--		.64	B	.77	C	--		--	
4. Victoria & Woodland	.72	C	.57	A	--		--		.71	C	.57	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.57	A	.91	E	--		--		.56	A	.83	D	--		--	
6. Victoria & Thille	.53	A	.64	B	--		--		.52	A	.62	B	--		--	
7. Victoria & Telephone	.64	B	.77	C	--		--		.63	B	.72	C	--		--	
8. Victoria & Ralston	.71	C	.85	D	--		--		.69	B	.87	D	--		--	
10. Victoria & Moon	.60	A	.68	B	--		--		.58	A	.64	B	--		--	
14. Hill & Telephone	.57	A	.66	B	--		--		.53	A	.58	A	--		--	
15. Johnson & Telephone	.55	A	.92	E	.52	A	.85	D	.46	A	.66	B	--		--	
18. Seaward & US 101 NB Ramps (a)	.52	A	.61	B	--		--		.52	A	.61	B	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.55	A	.84	D	--		--		.55	A	.84	D	--		--	
20. Harbor & Olivas Park	.41	A	.78	C	--		--		.41	A	.78	C	--		--	
23. Mills & Loma Vista	.33	A	.43	A	--		--		.33	A	.42	A	--		--	
24. Mills & Telegraph	.49	A	.52	A	--		--		.49	A	.51	A	--		--	
25. Mills & Maple	.52	A	.50	A	--		--		.51	A	.50	A	--		--	
26. Mills & Dean	.54	A	.53	A	--		--		.54	A	.54	A	--		--	
27. Mills & Main	.69	B	.68	B	--		--		.67	B	.68	B	--		--	
28. US 101 NB Ramps & Main (a)	.78	C	.78	C	--		--		.77	C	.78	C	--		--	
29. SR 126 EB Ramps & Main (a)	.53	A	.62	B	--		--		.52	A	.62	B	--		--	
30. Callens & Main	.46	A	.66	B	--		--		.45	A	.65	B	--		--	
31. Donlon & Main	.57	A	.81	D	--		--		.56	A	.81	D	--		--	
32. Telephone & Main (a)	.62	B	.90	D	--		--		.62	B	.89	D	--		--	
33. US 101 NB Ramps & Telephone (a)	.56	A	.70	B	--		--		.56	A	.69	B	--		--	
34. Portola & Telephone	.36	A	.52	A	--		--		.35	A	.50	A	--		--	

Table 3-12
2025 ICU SUMMARY – SCENARIO 4

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
35. Saratoga & Telephone	.31	A	.57	A	--		--		.31	A	.56	A	--		--	
38. Telephone & Market	.62	B	.72	C	--		--		.62	B	.72	C	--		--	
42. Telephone & McGrath	.29	A	.75	C	--		--		.29	A	.75	C	--		--	
45. Catalina & Main	.37	A	.34	A	--		--		.37	A	.33	A	--		--	
46. Seaward & Main	.55	A	.68	B	--		--		.55	A	.68	B	--		--	
47. Main & Loma Vista	.56	A	.54	A	--		--		.56	A	.53	A	--		--	
49. Main & Telegraph	.45	A	.63	B	--		--		.45	A	.62	B	--		--	
50. Emma & Main	.40	A	.44	A	--		--		.40	A	.44	A	--		--	
51. Lemon Grove & Main	.40	A	.42	A	--		--		.40	A	.42	A	--		--	
53. Kimball & Telephone	.75	C	.74	C	--		--		.63	B	.44	A	--		--	
55. Kimball & SR 126 EB Ramps (a)	.37	A	.33	A	--		--		.38	A	.34	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.81	D	.44	A	--		--		.84	D	.48	A	--		--	
58. Kimball & Telegraph	.25	A	.32	A	--		--		.25	A	.33	A	--		--	
60. Ramelli & Telephone	.45	A	.74	C	--		--		.35	A	.42	A	--		--	
61. Montgomery & Telephone	.61	B	.42	A	--		--		.52	A	.42	A	--		--	
63. Petit & Telephone	.46	A	.60	A	--		--		.49	A	.62	B	--		--	
65. Sanjon & Thompson	.47	A	.55	A	--		--		.47	A	.54	A	--		--	
68. Seaward & Thompson	.49	A	.61	B	--		--		.49	A	.61	B	--		--	
71. Sanjon & Harbor	.36	A	.69	B	--		--		.36	A	.69	B	--		--	
75. Ashwood & Telegraph	.30	A	.45	A	--		--		.29	A	.45	A	--		--	
77. Day & Telegraph	.43	A	.39	A	--		--		.44	A	.39	A	--		--	
85. Victoria & Olivas Park	.68	B	.82	D	--		--		.68	B	.83	D	--		--	
86. Telephone & Olivas Park	.56	A	.70	B	--		--		.56	A	.70	B	--		--	
91. Johnson & Ralston	.56	A	.62	B	--		--		.48	A	.60	A	--		--	
92. Johnson & Bristol	.79	C	.85	D	--		--		.66	B	.86	D	--		--	
94. Johnson & North Bank	.76	C	.91	E	.71	C	.87	D	.92	E	1.19	F	.77	C	.88	D
95. Bristol & Ramelli	.54	A	.37	A	--		--		.32	A	.29	A	--		--	
96. Montgomery & North Bank	.66	B	.47	A	--		--		.45	A	.39	A	--		--	
100. Saticoy & Telephone	.49	A	.48	A	--		--		.48	A	.49	A	--		--	
101. Saticoy & Telegraph	.49	A	.51	A	--		--		.48	A	.52	A	--		--	
102. Wells & Telegraph	.63	B	.62	B	--		--		.64	B	.62	B	--		--	

Table 3-12
2025 ICU SUMMARY – SCENARIO 4

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
104. Wells & SR 126 EB Ramps (a)	.66	B	.74	C	--		--		.66	B	.74	C	--		--	
105. Wells & Darling	.69	B	1.06	F	.63	B	.89	D	.69	B	1.08	F	.63	B	.87	D
106. Wells & Telephone	.74	C	.73	C	--		--		.73	C	.73	C	--		--	
114. California & Thompson	.42	A	.46	A	--		--		.42	A	.46	A	--		--	
115. Chestnut & Thompson	.49	A	.57	A	--		--		.50	A	.55	A	--		--	
120. Ventura & Main	.42	A	.73	C	--		--		.41	A	.72	C	--		--	
132. Ventura & Stanley	.74	C	.87	D	--		--		.74	C	.87	D	--		--	
136. US 101 SB Ramps & Valentine (a)	.46	A	.54	A	--		--		.49	A	.55	A	--		--	
138. Johnson & US 101 SB Ramps (a)	.56	A	.91	E	--		--		.58	A	.87	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.83	D	.70	B	--		--		.81	D	.68	B	--		--	
161. Victoria & Valentine (a)	.73	C	.78	C	--		--		.70	B	.78	C	--		--	
162. California & Harbor	.28	A	.36	A	--		--		.28	A	.36	A	--		--	
163. Santa Clara & Main	.25	A	.29	A	--		--		.25	A	.29	A	--		--	
164. Seaward & Poli	.41	A	.49	A	--		--		.41	A	.50	A	--		--	
165. Seaward & Harbor	.58	A	.70	B	--		--		.58	A	.70	B	--		--	
166. College & Telegraph	.33	A	.40	A	--		--		.32	A	.38	A	--		--	
168. Day & Foothill	.74	C	.75	C	--		--		.74	C	.75	C	--		--	
169. Kimball & Foothill	.51	A	.45	A	--		--		.51	A	.48	A	--		--	
170. Petit & Foothill	.34	A	.18	A	--		--		.34	A	.18	A	--		--	
171. Saticoy & Foothill	.36	A	.31	A	--		--		.36	A	.31	A	--		--	
172. Wells & Foothill	.33	A	.25	A	--		--		.33	A	.25	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.89	D	.76	C	--		--		.87	D	.75	C	--		--	
174. Petit & Telegraph	.42	A	.26	A	--		--		.41	A	.27	A	--		--	
175. Ventura & North Bank (a)	.48	A	.95	E	--		--		.47	A	1.06	F	.47	A	.74	C
176. Saticoy & Darling	.37	A	.29	A	--		--		.36	A	.30	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.33	A	.49	A	--		--		.33	A	.49	A	--		--	
178. SR-33 Ramps & Stanley (a)	.68	B	.77	C	--		--		.68	B	.77	C	--		--	
179. SR-33 Ramps & Shell (a)	.96	E	.98	E	--		--		.96	E	.98	E	--		--	
180. Estates & Telegraph	.29	A	.40	A	--		--		.29	A	.40	A	--		--	
181. Ventura & Ramona	.33	A	.52	A	--		--		.33	A	.53	A	--		--	
182. Olive & Main	.55	A	.62	B	--		--		.55	A	.62	B	--		--	

Table 3-12
2025 ICU SUMMARY – SCENARIO 4

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
190. Petit & North Bank	.22	A	.29	A	--		--		.22	A	.28	A	--		--	
191. Saticoy & North Bank	.08	A	.16	A	--		--		.08	A	.14	A	--		--	
192. Los Angeles & North Bank	.73	C	.86	D	--		--		.71	C	.85	D	--		--	
193. Saticoy & A St	.18	A	.13	A	--		--		.18	A	.12	A	--		--	
194. Wells & A St	.44	A	.42	A	--		--		.45	A	.41	A	--		--	
196. Ramelli & Ralston	--		--		--		--		.48	A	.57	A	--		--	
197. Kimball & Ralston	--		--		--		--		.26	A	.38	A	--		--	
198. Montgomery & Ralston	--		--		--		--		.25	A	.24	A	--		--	
199. Kimball & North Bank	--		--		--		--		.71	C	.64	B	--		--	

(a) LOS E (ICU less than or equal to 1.00) is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90) is the recommended performance standard for all other intersection locations.

Note: Gray shading denotes intersection locations that exceed the performance standard.

Scenario 4 results in four locations that require additional (non-committed) improvements, with three deficiencies occurring under each network scenario (Baseline and Alternative). The deficient locations are as follows:

Baseline Network

- Johnson Drive at Telephone Road
- Johnson Drive at North Bank Drive
- Wells Road at Darling Road

Alternative Network

- Johnson Drive at North Bank Drive
- Wells Road at Darling Road
- Ventura Boulevard at North Bank Drive

SCENARIO 5 – INTENSIFICATION/REUSE + NORTH AVENUE + WESTERN CAÑADA LARGA

This scenario adds to the intensification and infill development of Scenario 1 by adding residential and non-residential development in the North Avenue and Western Cañada Larga expansion areas. Citywide, this scenario would add an estimated 11,246 dwelling units and 6.25 million square feet of non-residential development.

Table 3-13 summarizes the growth by sub-area for this scenario, and Figure 3-13 shows this growth in diagrammatic form. The citywide increase in trip generation is 20.6 percent, which is fairly comparable to that of Scenarios 2, 3, and 4. In this case, the Expansion Area growth is allocated to northwestern part of the city (North Avenue and Western Cañada Larga).

The 2025 ADT volumes on the baseline circulation system for this scenario can be seen in Figure 3-14, and the corresponding ICUs are depicted in Figure 3-15. To serve this scenario, it is proposed that the following new roadway links be added as an alternative to the Baseline Network along with selected intersection improvements:

1. Cedar Street extension from Kellogg Street to Stanley Avenue
2. Stanley Avenue extension from Ventura Avenue to Cedar Street

Text continues on page 3-50

Table 3-13
LAND USE AND TRIP GENERATION BY SUB-AREA – 2025 SCENARIO 5

Growth by Land Use Type

Sub-Area	Residential (DUs)	Non-Residential				
		Retail (TSF)	Office (TSF)	Industrial (TSF)	Hotel (TSF)	Total (TSF)
1	2,920	223	764	600	0	1,587
2	1,109	43	95	100	0	238
3	1,665	103	170	0	362	635
4	512	28	60	0	0	88
5	431	96	0	9	107	213
6	440	82	100	0	0	182
7	200	43	343	1,198	0	1,584
8	0	0	0	0	0	0
9	50	155	58	714	0	928
10	844	15	149	173	0	338
11	200	50	70	50	0	170
12	10	0	0	0	0	0
13	17	0	0	0	0	0
14	1,147	17	20	0	0	37
15	70	0	0	75	0	75
16	1,196	165	12	0	0	177
17	435	0	0	0	0	0
Total Growth	11,246	1,020	1,841	2,920	469	6,249
Existing	41,784	6,632	5,090	9,900	2,213	23,836
Future	53,030	7,652	6,931	12,820	2,682	30,085
% Growth	26.9	15.4	36.2	29.5	21.2	26.2

Growth in ADT Trip Generation

Sub-Area	Growth (ADT)	Existing (ADT)	Future (ADT)	% Growth
1	44,438	14,378	58,816	309.1
2	13,505	51,744	65,248	26.1
3	19,836	84,647	104,483	23.4
4	6,965	110,423	117,388	6.3
5	13,280	50,251	63,530	26.4
6	9,293	163,583	172,876	5.7
7	17,675	84,677	102,352	20.9
8	0	5,104	5,104	0.0
9	10,667	21,147	31,814	50.4
10	8,895	140,508	149,403	6.3
11	10,559	17,419	27,977	60.6
12	197	18,885	19,082	1.0
13	288	15,114	15,402	1.9
14	9,995	14,969	24,964	66.8
15	916	8,047	8,963	11.4
16	19,757	92,749	112,506	21.3
17	3,784	27,476	31,259	13.8
Total	190,050	921,119	1,111,169	20.6

Abbreviations: ADT – Average Daily Trips
DUs – Dwelling Units
TSF – Thousand Square Feet

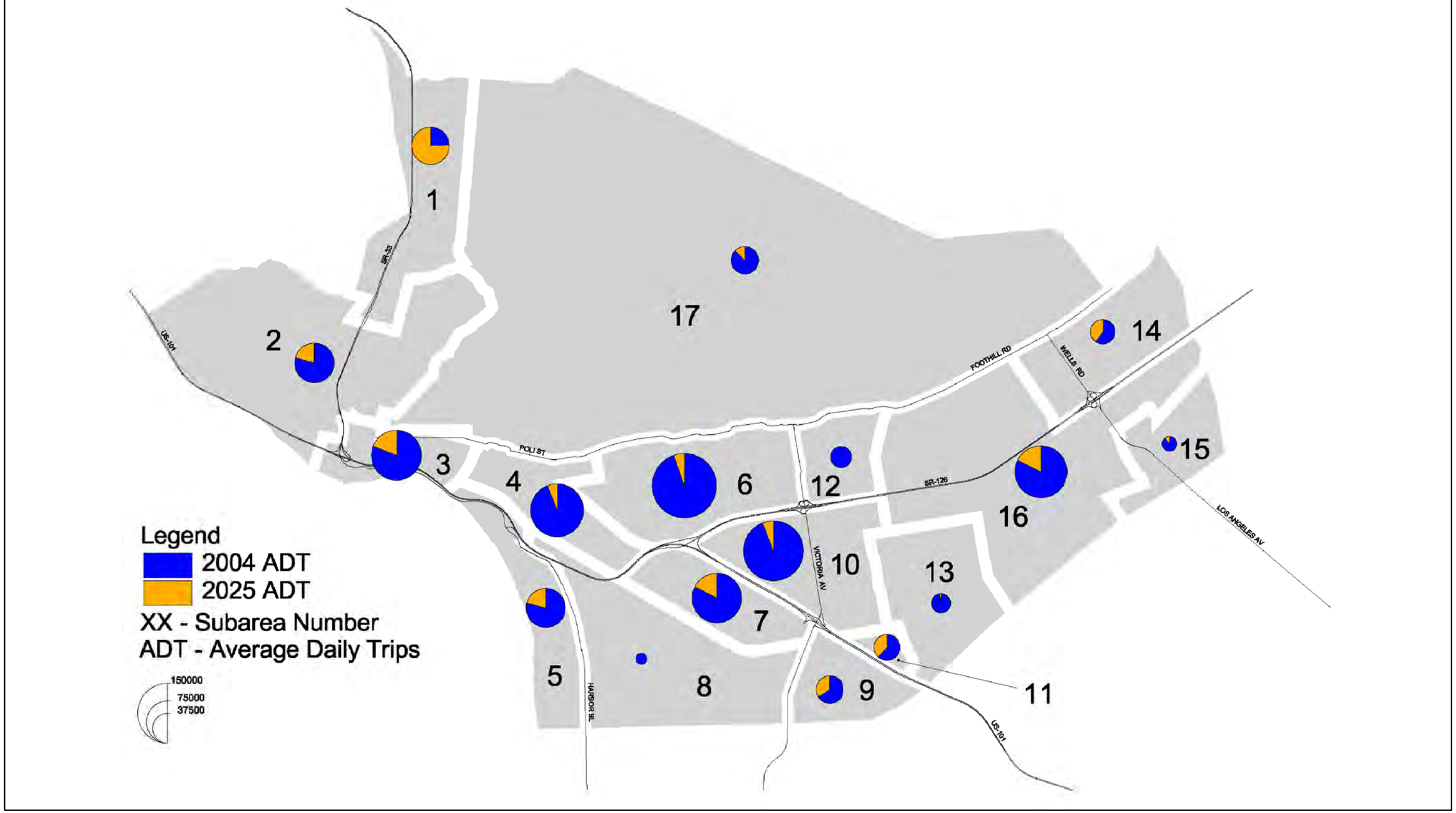
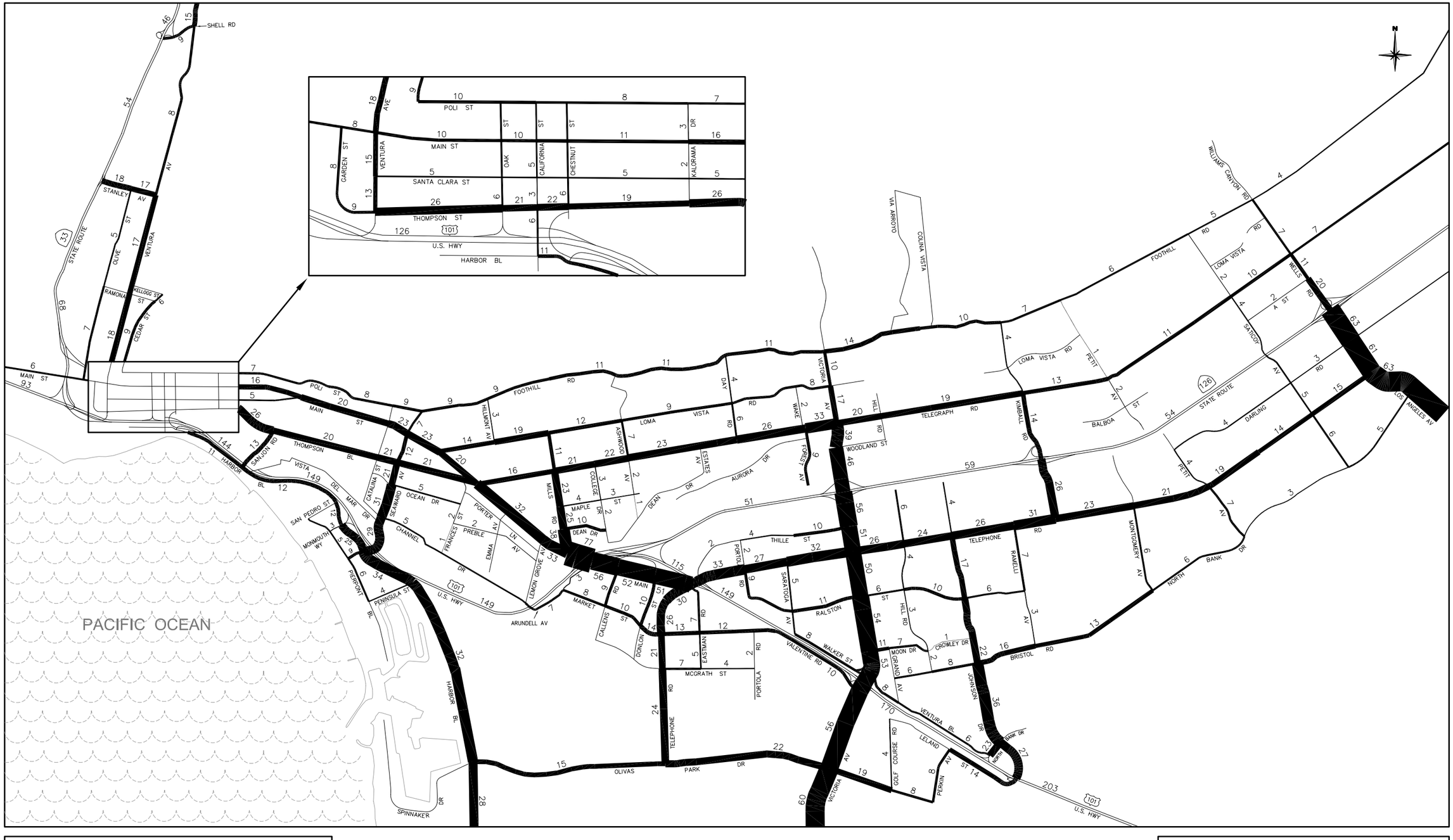


Figure 3-13

EXISTING AND FUTURE ADT BY SUBAREA
- SCENARIO 5



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 3-14

2025 ADT VOLUMES (000s)
- SCENARIO 5 (BASELINE NETWORK)

LEGEND

.XX Highest ICU value during the AM or PM peak hour

LOS A-C | LOS D | LOS E-F

Level of service (LOS) ranges:

LOS A	.00-.60	LOS D	.81-.90
LOS B	.61-.70	LOS E	.91-1.00
LOS C	.71-.80	LOS F	Above 1.00

Figure 3-15

2025 INTERSECTION CAPACITY UTILIZATION (ICU) - SCENARIO 5 (BASELINE NETWORK)

Table 3-14 summarizes the overall roadway and intersection improvements for this scenario, and Table 3-15 lists the ICU values with Baseline improvements and with the recommended additional improvements (ICU calculations can be found in Appendix A). Comparative ADT volumes for the arterial street system with the added roadways can be found in Chapter 4.0 where the recommended roadway classifications for the scenarios are presented. It should be noted that the Cedar Street and associated Stanley Avenue extensions suggested here are not included in the Scenario 5 circulation plan that is recommended in Chapter 4.0. The reason for this is discussed as a Special Issue in Chapter 5.0.

Scenario 5 results in two locations that require additional (non-committed) improvements, with both deficiencies occurring under each network scenario (Baseline and Alternative). The deficient locations are as follows:

Baseline Network

- SR-33 Ramps at Shell Road
- Wells Road at Darling Road

Alternative Network

- SR-33 Ramps at Shell Road
- Wells Road at Darling Road

SCENARIO 6 – INTENSIFICATION/REUSE + NORTH AVENUE + POINSETTIA

This scenario adds to the intensification and infill development of Scenario 1 by adding residential and non-residential development in the North Avenue and Poinsettia expansion areas. Citywide, this scenario would add an estimated 11,241 dwelling units and 6.4 million square feet of non-residential development.

Table 3-16 summarizes the growth by sub-area for this scenario, and Figure 3-16 shows this growth in diagrammatic form. Citywide growth in trip generation is 21.7 percent, relatively similar to Scenarios 2, 3, 4, and 5, but with the Expansion Area growth allocated to the Poinsettia area in the northeast part of the city.

The 2025 ADT volumes on the baseline circulation system for this scenario can be seen in Figure 3-17, and the corresponding ICUs are depicted in Figure 3-18. To serve this scenario, it is proposed that

Text continues on Page 3-61

Table 3-14
ROADWAY IMPROVEMENTS – SCENARIO 5

LOCATION	IMPROVEMENT
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR-126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR-126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR-126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane

(Table Continued)

Table 3-14
ROADWAY IMPROVEMENTS – SCENARIO 5

LOCATION	IMPROVEMENT
II. Non-Committed	
1a. Streets (Alternative Network)	
Cedar Street (Kellogg Street to Stanley Avenue)	New two-lane roadway
Kimball Road (Telephone Road to North Bank Drive)	New four-lane roadway
Ralston Street (Ramelli Avenue to Montgomery Avenue)	New two-lane roadway
Stanley Avenue (Cedar Street to Ventura Avenue)	New two-lane roadway
2. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
179. SR-33 Ramps at Shell Road	Add southbound right-turn lane, second westbound through lane and separate westbound right-turn lane
2a. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
179. SR-33 Ramps at Shell Road	Add southbound right-turn lane, second westbound through lane and separate westbound right-turn lane

Table 3-15

2025 ICU SUMMARY – SCENARIO 5

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
1. Victoria & Foothill	.49	A	.53	A	--		--		.49	A	.53	A	--		--	
2. Victoria & Loma Vista	.56	A	.50	A	--		--		.57	A	.51	A	--		--	
3. Victoria & Telegraph	.63	B	.76	C	--		--		.62	B	.76	C	--		--	
4. Victoria & Woodland	.70	B	.56	A	--		--		.70	B	.55	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.59	A	.86	D	--		--		.58	A	.85	D	--		--	
6. Victoria & Thille	.52	A	.62	B	--		--		.51	A	.61	B	--		--	
7. Victoria & Telephone	.63	B	.72	C	--		--		.61	B	.71	C	--		--	
8. Victoria & Ralston	.67	B	.79	C	--		--		.71	C	.82	D	--		--	
10. Victoria & Moon	.55	A	.63	B	--		--		.57	A	.61	B	--		--	
14. Hill & Telephone	.53	A	.61	B	--		--		.53	A	.60	A	--		--	
15. Johnson & Telephone	.48	A	.73	C	--		--		.48	A	.73	C	--		--	
18. Seaward & US 101 NB Ramps (a)	.53	A	.61	B	--		--		.53	A	.59	A	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.56	A	.86	D	--		--		.55	A	.88	D	--		--	
20. Harbor & Olivas Park	.43	A	.80	C	--		--		.43	A	.80	C	--		--	
23. Mills & Loma Vista	.33	A	.42	A	--		--		.33	A	.42	A	--		--	
24. Mills & Telegraph	.48	A	.52	A	--		--		.48	A	.50	A	--		--	
25. Mills & Maple	.51	A	.50	A	--		--		.51	A	.50	A	--		--	
26. Mills & Dean	.53	A	.54	A	--		--		.53	A	.54	A	--		--	
27. Mills & Main	.68	B	.70	B	--		--		.68	B	.70	B	--		--	
28. US 101 NB Ramps & Main (a)	.78	C	.79	C	--		--		.78	C	.79	C	--		--	
29. SR 126 EB Ramps & Main (a)	.53	A	.63	B	--		--		.53	A	.62	B	--		--	
30. Callens & Main	.46	A	.66	B	--		--		.46	A	.66	B	--		--	
31. Donlon & Main	.56	A	.84	D	--		--		.56	A	.83	D	--		--	
32. Telephone & Main (a)	.62	B	.87	D	--		--		.62	B	.87	D	--		--	
33. US 101 NB Ramps & Telephone (a)	.55	A	.68	B	--		--		.56	A	.68	B	--		--	
34. Portola & Telephone	.35	A	.49	A	--		--		.35	A	.49	A	--		--	

Table 3-15
2025 ICU SUMMARY – SCENARIO 5

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
35. Saratoga & Telephone	.30	A	.56	A	--		--		.30	A	.56	A	--		--	
38. Telephone & Market	.61	B	.73	C	--		--		.61	B	.72	C	--		--	
42. Telephone & McGrath	.29	A	.75	C	--		--		.29	A	.75	C	--		--	
45. Catalina & Main	.38	A	.34	A	--		--		.38	A	.33	A	--		--	
46. Seaward & Main	.56	A	.69	B	--		--		.56	A	.68	B	--		--	
47. Main & Loma Vista	.55	A	.53	A	--		--		.56	A	.52	A	--		--	
49. Main & Telegraph	.45	A	.67	B	--		--		.45	A	.67	B	--		--	
50. Emma & Main	.41	A	.46	A	--		--		.41	A	.46	A	--		--	
51. Lemon Grove & Main	.40	A	.43	A	--		--		.40	A	.43	A	--		--	
53. Kimball & Telephone	.76	C	.67	B	--		--		.66	B	.44	A	--		--	
55. Kimball & SR 126 EB Ramps (a)	.35	A	.33	A	--		--		.38	A	.33	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.77	C	.39	A	--		--		.85	D	.40	A	--		--	
58. Kimball & Telegraph	.24	A	.34	A	--		--		.24	A	.35	A	--		--	
60. Ramelli & Telephone	.38	A	.67	B	--		--		.35	A	.38	A	--		--	
61. Montgomery & Telephone	.58	A	.35	A	--		--		.56	A	.39	A	--		--	
63. Petit & Telephone	.46	A	.58	A	--		--		.46	A	.56	A	--		--	
65. Sanjon & Thompson	.48	A	.57	A	--		--		.49	A	.57	A	--		--	
68. Seaward & Thompson	.50	A	.60	A	--		--		.49	A	.59	A	--		--	
71. Sanjon & Harbor	.35	A	.68	B	--		--		.35	A	.70	B	--		--	
75. Ashwood & Telegraph	.29	A	.47	A	--		--		.29	A	.47	A	--		--	
77. Day & Telegraph	.42	A	.39	A	--		--		.42	A	.39	A	--		--	
85. Victoria & Olivas Park	.66	B	.81	D	--		--		.66	B	.81	D	--		--	
86. Telephone & Olivas Park	.56	A	.68	B	--		--		.56	A	.68	B	--		--	
91. Johnson & Ralston	.46	A	.55	A	--		--		.67	B	.89	D	--		--	
92. Johnson & Bristol	.70	B	.73	C	--		--		.72	C	.69	B	--		--	
94. Johnson & North Bank	.69	B	.82	D	--		--		.70	B	.82	D	--		--	
95. Bristol & Ramelli	.49	A	.27	A	--		--		.49	A	.31	A	--		--	
96. Montgomery & North Bank	.55	A	.48	A	--		--		.46	A	.32	A	--		--	

Table 3-15
2025 ICU SUMMARY – SCENARIO 5

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
100. Saticoy & Telephone	.46	A	.46	A	--		--		.47	A	.45	A	--		--	
101. Saticoy & Telegraph	.47	A	.52	A	--		--		.48	A	.52	A	--		--	
102. Wells & Telegraph	.63	B	.62	B	--		--		.65	B	.62	B	--		--	
104. Wells & SR 126 EB Ramps (a)	.67	B	.75	C	--		--		.66	B	.76	C	--		--	
105. Wells & Darling	.70	B	1.07	F	.64	B	.88	D	.69	B	1.07	F	.63	B	.88	D
106. Wells & Telephone	.73	C	.73	C	--		--		.73	C	.71	C	--		--	
114. California & Thompson	.44	A	.48	A	--		--		.43	A	.51	A	--		--	
115. Chestnut & Thompson	.51	A	.55	A	--		--		.54	A	.59	A	--		--	
120. Ventura & Main	.43	A	.76	C	--		--		.39	A	.71	C	--		--	
132. Ventura & Stanley	.68	B	.83	D	--		--		.61	B	.62	B	--		--	
136. US 101 SB Ramps & Valentine (a)	.49	A	.57	A	--		--		.49	A	.56	A	--		--	
138. Johnson & US 101 SB Ramps (a)	.57	A	.83	D	--		--		.57	A	.83	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.81	D	.67	B	--		--		.80	C	.67	B	--		--	
161. Victoria & Valentine (a)	.68	B	.78	C	--		--		.68	B	.78	C	--		--	
162. California & Harbor	.29	A	.35	A	--		--		.29	A	.41	A	--		--	
163. Santa Clara & Main	.26	A	.31	A	--		--		.26	A	.30	A	--		--	
164. Seaward & Poli	.41	A	.50	A	--		--		.41	A	.50	A	--		--	
165. Seaward & Harbor	.60	A	.72	C	--		--		.59	A	.71	C	--		--	
166. College & Telegraph	.34	A	.39	A	--		--		.33	A	.40	A	--		--	
168. Day & Foothill	.74	C	.76	C	--		--		.73	C	.76	C	--		--	
169. Kimball & Foothill	.51	A	.44	A	--		--		.51	A	.45	A	--		--	
170. Petit & Foothill	.34	A	.18	A	--		--		.34	A	.18	A	--		--	
171. Saticoy & Foothill	.36	A	.30	A	--		--		.36	A	.31	A	--		--	
172. Wells & Foothill	.33	A	.26	A	--		--		.33	A	.25	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.85	D	.73	C	--		--		.80	C	.73	C	--		--	
174. Petit & Telegraph	.41	A	.28	A	--		--		.41	A	.28	A	--		--	
175. Ventura & North Bank (a)	.42	A	.89	D	--		--		.42	A	.89	D	--		--	
176. Saticoy & Darling	.35	A	.29	A	--		--		.35	A	.28	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.33	A	.49	A	--		--		.33	A	.49	A	--		--	
178. SR-33 Ramps & Stanley (a)	.64	B	.69	B	--		--		.61	B	.62	B	--		--	

Table 3-15
2025 ICU SUMMARY – SCENARIO 5

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
179. SR-33 Ramps & Shell (a)	1.13	F	1.11	F	.80	C	.78	C	1.12	F	1.10	F	.80	C	.76	C
180. Estates & Telegraph	.28	A	.39	A	--		--		.28	A	.39	A	--		--	
181. Ventura & Ramona	.36	A	.54	A	--		--		.33	A	.39	A	--		--	
182. Olive & Main	.63	B	.69	B	--		--		.61	B	.67	B	--		--	
190. Petit & North Bank	.20	A	.25	A	--		--		.21	A	.22	A	--		--	
191. Saticoy & North Bank	.08	A	.15	A	--		--		.08	A	.14	A	--		--	
192. Los Angeles & North Bank	.72	C	.86	D	--		--		.71	C	.86	D	--		--	
193. Saticoy & A St	.17	A	.13	A	--		--		.17	A	.13	A	--		--	
194. Wells & A St	.43	A	.41	A	--		--		.44	A	.41	A	--		--	
196. Ramelli & Ralston	--		--		--		--		.39	A	.48	A	--		--	
197. Kimball & Ralston	--		--		--		--		.32	A	.44	A	--		--	
198. Montgomery & Ralston	--		--		--		--		.22	A	.17	A	--		--	
199. Kimball & North Bank	--		--		--		--		.44	A	.47	A	--		--	

(a) LOS E (ICU less than or equal to 1.00 is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90 is the recommended performance standard for all other intersection locations.

Note: Gray shading denotes intersection locations that exceed the performance standard.

Table 3-16
LAND USE AND TRIP GENERATION BY SUB-AREA – 2025 SCENARIO 6

Growth by Land Use Type

Sub-Area	Residential (DUs)	Non-Residential				
		Retail (TSF)	Office (TSF)	Industrial (TSF)	Hotel (TSF)	Total (TSF)
1	535	59	160	600	0	819
2	1,109	43	95	100	0	238
3	1,665	103	170	0	362	635
4	512	28	60	0	0	88
5	431	96	0	9	107	213
6	440	82	100	0	0	182
7	200	43	343	1,216	0	1,602
8	0	0	0	0	0	0
9	50	155	58	765	0	978
10	844	15	149	173	0	338
11	200	50	70	50	0	170
12	2,390	183	640	0	0	823
13	17	0	0	0	0	0
14	1,147	17	20	0	0	37
15	70	0	0	75	0	75
16	1,196	165	12	0	0	177
17	435	0	0	0	0	0
Total Growth	11,241	1,039	1,877	2,988	469	6,373
Existing	41,784	6,632	5,090	9,900	2,213	23,836
Future	53,025	7,671	6,967	12,889	2,682	30,209
% Growth	26.9	15.7	36.9	30.2	21.2	26.7

Growth in ADT Trip Generation

Sub-Area	Growth (ADT)	Existing (ADT)	Future (ADT)	% Growth
1	14,731	14,378	29,109	102.5
2	11,741	51,744	63,485	22.7
3	22,036	84,647	106,683	26.0
4	6,965	110,423	117,388	6.3
5	13,280	50,251	63,530	26.4
6	7,063	163,583	170,646	4.3
7	17,801	84,677	102,477	21.0
8	0	5,104	5,104	0.0
9	11,018	21,147	32,166	52.1
10	8,895	140,508	149,403	6.3
11	10,559	17,419	27,977	60.6
12	41,108	18,885	59,993	217.7
13	288	15,114	15,402	1.9
14	9,995	14,969	24,964	66.8
15	916	8,047	8,963	11.4
16	19,757	92,749	112,506	21.3
17	3,784	27,476	31,259	13.8
Total	199,936	921,119	1,121,055	21.7

Abbreviations: ADT – Average Daily Trips
DUs – Dwelling Units
TSF – Thousand Square Feet

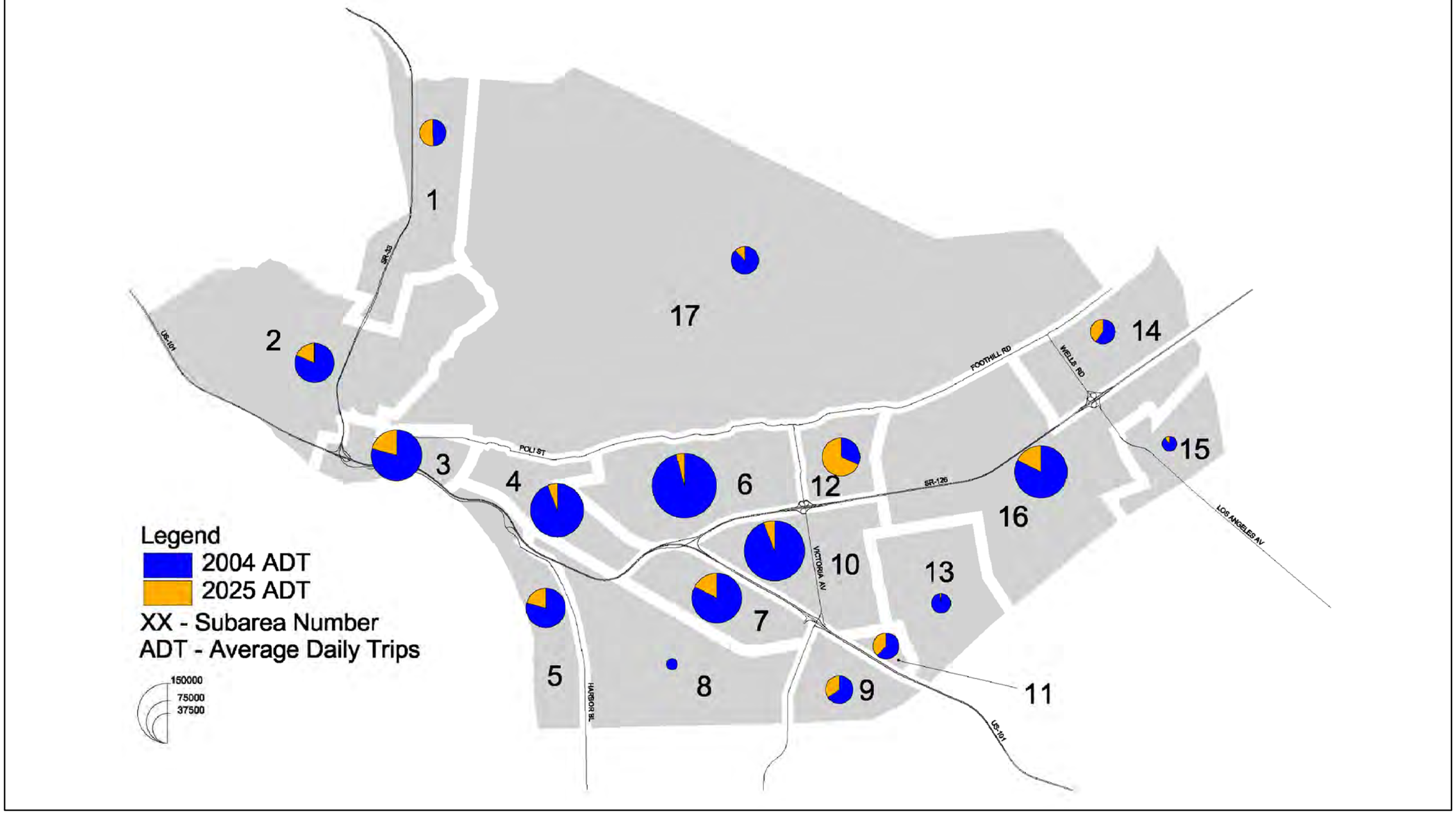
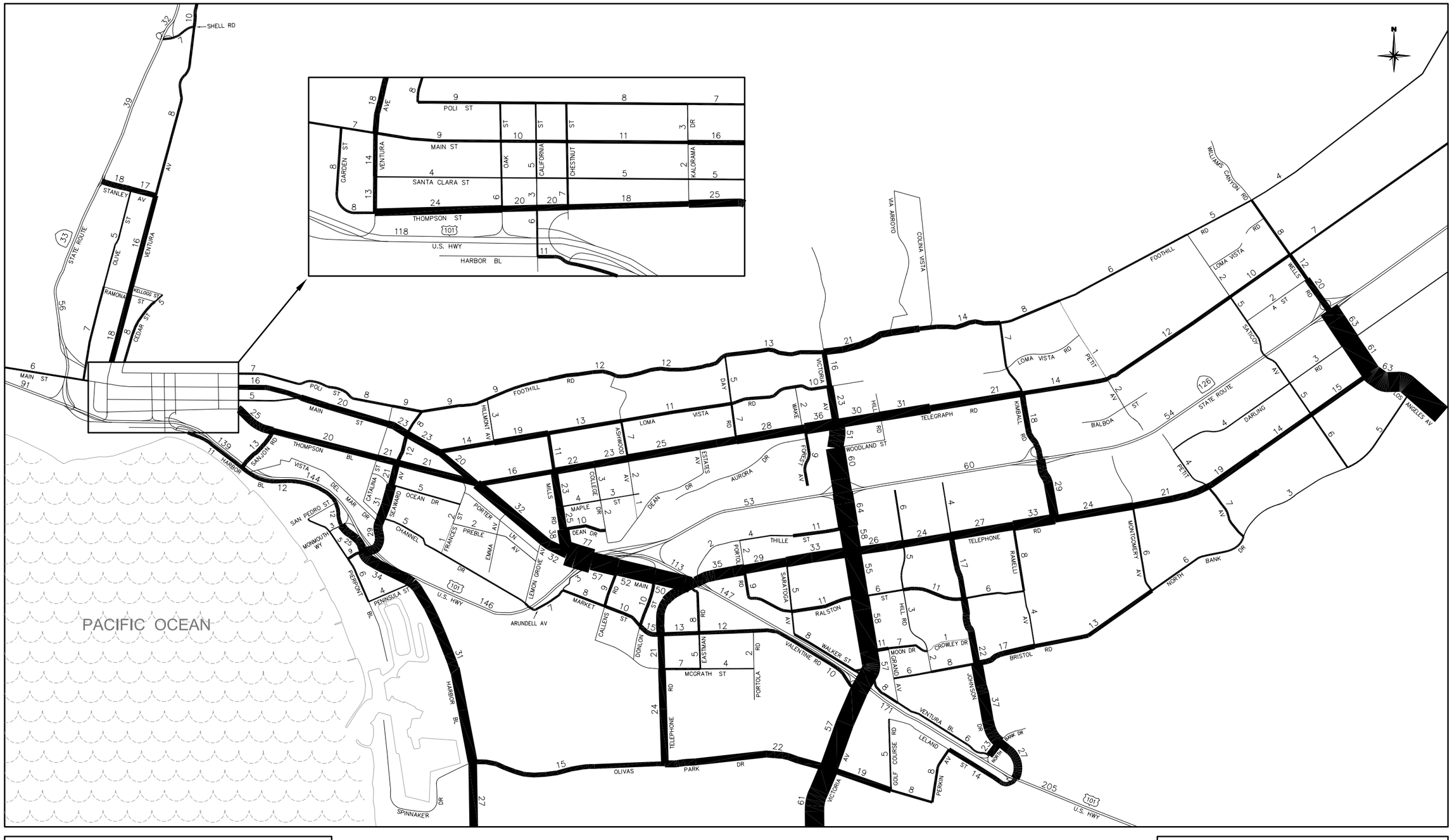


Figure 3-16

EXISTING AND FUTURE ADT BY SUBAREA
- SCENARIO 6



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 3-17

2025 ADT VOLUMES (000s)
- SCENARIO 6 (BASELINE NETWORK)

LEGEND

.XX Highest ICU value during the AM or PM peak hour

LOS A-C | LOS D | LOS E-F

Level of service (LOS) ranges:

LOS A .00-.60	LOS D .81-.90
LOS B .61-.70	LOS E .91-1.00
LOS C .71-.80	LOS F Above 1.00

Figure 3-18

2025 INTERSECTION CAPACITY UTILIZATION (ICU) - SCENARIO 6 (BASELINE NETWORK)

the following links be added as an alternative to the Baseline Network along with selected intersection improvements:

1. Johnson Drive extension from SR-126 to Foothill Avenue
2. Loma Vista Road extension from Victoria Avenue to Kimball Road
3. Woodland Street extension from Hill Road to Johnson Drive

Table 3-17 summarizes the overall roadway and intersection improvements for this scenario, and Table 3-18 lists the ICU values with Baseline improvements and with the recommended additional improvements (ICU calculations can be found in Appendix A). Comparative ADT volumes for the arterial street system with the added roadways can be found in Chapter 4.0 where the recommended roadway classifications for the scenarios are presented.

Scenario 6 results in one location that will require additional (non-committed) improvements, with the deficiency occurring under both network scenarios (Baseline and Alternative). The deficient location is as follows:

Baseline Network

- Wells Road at Darling Road

Alternative Network

- Wells Road at Darling Road

Table 3-17
ROADWAY IMPROVEMENTS – SCENARIO 6

LOCATION	IMPROVEMENT
I. Baseline	
1. Streets	
A Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Harbor Boulevard Bridge over the Santa Clara River	Widen to four lanes
Hill Road (Moon Drive to Ralston Street)	Extend as two-lane roadway
Johnson Drive (North Bank Drive to Bristol Road)	Widen to six lanes
North Bank Drive (City limits to Wells Road)	New two-lane roadway
North Bank Drive (Current terminus to Saticoy Avenue)	New two-lane roadway
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four lanes
Thille Street (Telephone Road to current terminus)	Extend as two-lane roadway
US-101 Off-ramp to California Street	Relocate to Oak Street
Victoria Avenue (US-101 to City limits)	Widen to six lanes
Wells Road (SR-126 to City limits)	Widen to six lanes
Wells Road (Foothill Road to SR-126)	Widen to four lanes
2. Intersections	
20. Harbor Boulevard and Olivas Park Drive	Add second southbound left-turn lane
33. US-101 NB ramps at Telephone Road	Convert southbound left-turn lane to shared left-turn/right-turn lane
35. Saratoga Avenue at Telephone Road	Convert separate westbound right-turn lane to shared through/right-turn lane and add separate southbound right-turn lane
85. Victoria Avenue at Olivas Park Drive	Add second northbound and southbound left-turn lanes, third northbound and southbound through lanes, second eastbound left-turn lane and second westbound through lane
86. Telephone Road at Olivas Park Drive	Add double southbound left-turn lanes, second eastbound left-turn lane and second eastbound and westbound through lanes
91. Johnson Drive at Ralston Street	Add second northbound and southbound through lanes
92. Johnson Drive at Bristol Road	Add second northbound and southbound through lanes
94. Johnson Drive at North Bank Drive	Convert southbound right-turn lane to shared through/right-turn lane
104. Wells Road at SR-126 EB Ramps	Add third northbound and southbound through lanes
105. Wells Road at Darling Road	Add third northbound and southbound through lanes
106. Wells Road at Telephone Road	Add third northbound and southbound through lanes
160. Victoria Avenue at US 101 NB Ramps	Convert westbound shared left-turn/right-turn lane to dedicated left-turn lane and add third westbound right-turn lane
175. Ventura Boulevard at North Bank Drive	Add second eastbound through lane

(Table Continued)

Table 3-17
ROADWAY IMPROVEMENTS – SCENARIO 6

LOCATION	IMPROVEMENT
II. Non-Committed	
1a. Streets (Alternative Network)	
Johnson Drive (Current terminus to Telegraph Road)	New four-lane roadway
Johnson Drive (Telegraph Road to Foothill Road)	New two-lane roadway
Loma Vista Road (Kimball Road to Victoria Avenue)	New two-lane roadway
Woodland Street (Hill Road to Johnson Drive)	New two-lane roadway
2. Intersections (Baseline Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane
2a. Intersections (Alternative Network)	
105. Wells Road at Darling Road	Add eastbound left-turn lane, second southbound left-turn lane and second westbound left-turn lane

Table 3-18

2025 ICU SUMMARY – SCENARIO 6

Intersection	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Victoria & Foothill	.53	A	.69	B	--		--		.53	A	.56	A	--		--	
2. Victoria & Loma Vista	.68	B	.61	B	--		--		.56	A	.57	A	--		--	
3. Victoria & Telegraph	.74	C	.87	D	--		--		.56	A	.75	C	--		--	
4. Victoria & Woodland	.82	D	.77	C	--		--		.65	B	.51	A	--		--	
5. Victoria & SR 126 SB Ramps (a)	.64	B	.94	E	--		--		.48	A	.70	B	--		--	
6. Victoria & Thille	.57	A	.68	B	--		--		.47	A	.57	A	--		--	
7. Victoria & Telephone	.64	B	.76	C	--		--		.61	B	.78	C	--		--	
8. Victoria & Ralston	.73	C	.81	D	--		--		.75	C	.80	C	--		--	
10. Victoria & Moon	.60	A	.65	B	--		--		.56	A	.61	B	--		--	
14. Hill & Telephone	.53	A	.61	B	--		--		.69	B	.66	B	--		--	
15. Johnson & Telephone	.50	A	.78	C	--		--		.73	C	.79	C	--		--	
18. Seaward & US 101 NB Ramps (a)	.52	A	.62	B	--		--		.52	A	.61	B	--		--	
19. Monmouth/US 101 SB & Harbor (a)	.55	A	.83	D	--		--		.55	A	.81	D	--		--	
20. Harbor & Olivas Park	.41	A	.80	C	--		--		.41	A	.79	C	--		--	
23. Mills & Loma Vista	.35	A	.43	A	--		--		.34	A	.43	A	--		--	
24. Mills & Telegraph	.49	A	.53	A	--		--		.49	A	.51	A	--		--	
25. Mills & Maple	.53	A	.51	A	--		--		.51	A	.48	A	--		--	
26. Mills & Dean	.55	A	.53	A	--		--		.53	A	.56	A	--		--	
27. Mills & Main	.69	B	.71	C	--		--		.66	B	.69	B	--		--	
28. US 101 NB Ramps & Main (a)	.79	C	.80	C	--		--		.76	C	.78	C	--		--	
29. SR 126 EB Ramps & Main (a)	.54	A	.64	B	--		--		.51	A	.61	B	--		--	
30. Callens & Main	.46	A	.67	B	--		--		.44	A	.63	B	--		--	
31. Donlon & Main	.55	A	.84	D	--		--		.54	A	.81	D	--		--	
32. Telephone & Main (a)	.62	B	.90	D	--		--		.64	B	.93	E	--		--	
33. US 101 NB Ramps & Telephone (a)	.56	A	.70	B	--		--		.56	A	.70	B	--		--	
34. Portola & Telephone	.36	A	.52	A	--		--		.36	A	.52	A	--		--	
35. Saratoga & Telephone	.30	A	.58	A	--		--		.33	A	.57	A	--		--	

Table 3-18
2025 ICU SUMMARY – SCENARIO 6

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
38. Telephone & Market	.65	B	.73	C	--		--		.63	B	.74	C	--		--	
42. Telephone & McGrath	.29	A	.75	C	--		--		.28	A	.74	C	--		--	
45. Catalina & Main	.37	A	.34	A	--		--		.37	A	.33	A	--		--	
46. Seaward & Main	.55	A	.69	B	--		--		.56	A	.70	B	--		--	
47. Main & Loma Vista	.56	A	.55	A	--		--		.55	A	.56	A	--		--	
49. Main & Telegraph	.45	A	.68	B	--		--		.45	A	.65	B	--		--	
50. Emma & Main	.40	A	.45	A	--		--		.40	A	.44	A	--		--	
51. Lemon Grove & Main	.39	A	.43	A	--		--		.39	A	.42	A	--		--	
53. Kimball & Telephone	.84	D	.71	C	--		--		.66	B	.53	A	--		--	
55. Kimball & SR 126 EB Ramps (a)	.39	A	.38	A	--		--		.31	A	.24	A	--		--	
56. Kimball & SR 126 WB Ramps (a)	.83	D	.43	A	--		--		.71	C	.35	A	--		--	
58. Kimball & Telegraph	.30	A	.39	A	--		--		.26	A	.35	A	--		--	
60. Ramelli & Telephone	.39	A	.72	C	--		--		.33	A	.56	A	--		--	
61. Montgomery & Telephone	.59	A	.34	A	--		--		.58	A	.35	A	--		--	
63. Petit & Telephone	.44	A	.58	A	--		--		.44	A	.59	A	--		--	
65. Sanjon & Thompson	.49	A	.56	A	--		--		.47	A	.55	A	--		--	
68. Seaward & Thompson	.50	A	.62	B	--		--		.49	A	.60	A	--		--	
71. Sanjon & Harbor	.36	A	.68	B	--		--		.36	A	.67	B	--		--	
75. Ashwood & Telegraph	.31	A	.48	A	--		--		.32	A	.48	A	--		--	
77. Day & Telegraph	.43	A	.41	A	--		--		.43	A	.41	A	--		--	
85. Victoria & Olivas Park	.68	B	.82	D	--		--		.70	B	.81	D	--		--	
86. Telephone & Olivas Park	.56	A	.70	B	--		--		.56	A	.66	B	--		--	
91. Johnson & Ralston	.53	A	.55	A	--		--		.54	A	.63	B	--		--	
92. Johnson & Bristol	.72	C	.76	C	--		--		.66	B	.85	D	--		--	
94. Johnson & North Bank	.72	C	.83	D	--		--		.72	C	.89	D	--		--	
95. Bristol & Ramelli	.47	A	.28	A	--		--		.53	A	.31	A	--		--	
96. Montgomery & North Bank	.54	A	.47	A	--		--		.54	A	.47	A	--		--	
100. Saticoy & Telephone	.47	A	.45	A	--		--		.45	A	.46	A	--		--	

Table 3-18
2025 ICU SUMMARY – SCENARIO 6

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
101. Saticoy & Telegraph	.51	A	.56	A	--		--		.48	A	.51	A	--		--	
102. Wells & Telegraph	.68	B	.69	B	--		--		.63	B	.60	A	--		--	
104. Wells & SR 126 EB Ramps (a)	.67	B	.76	C	--		--		.67	B	.78	C	--		--	
105. Wells & Darling	.70	B	1.08	F	.64	B	.89	D	.69	B	1.08	F	.66	B	.89	D
106. Wells & Telephone	.73	C	.74	C	--		--		.72	C	.73	C	--		--	
114. California & Thompson	.42	A	.47	A	--		--		.41	A	.48	A	--		--	
115. Chestnut & Thompson	.49	A	.57	A	--		--		.47	A	.57	A	--		--	
120. Ventura & Main	.41	A	.71	C	--		--		.40	A	.72	C	--		--	
132. Ventura & Stanley	.74	C	.84	D	--		--		.74	C	.84	D	--		--	
136. US 101 SB Ramps & Valentine (a)	.45	A	.53	A	--		--		.47	A	.53	A	--		--	
138. Johnson & US 101 SB Ramps (a)	.56	A	.86	D	--		--		.52	A	.84	D	--		--	
160. Victoria & US 101 NB Ramps (a)	.84	D	.70	B	--		--		.82	D	.69	B	--		--	
161. Victoria & Valentine (a)	.71	C	.79	C	--		--		.71	C	.78	C	--		--	
162. California & Harbor	.27	A	.36	A	--		--		.28	A	.36	A	--		--	
163. Santa Clara & Main	.25	A	.29	A	--		--		.25	A	.29	A	--		--	
164. Seaward & Poli	.44	A	.51	A	--		--		.42	A	.49	A	--		--	
165. Seaward & Harbor	.57	A	.71	C	--		--		.57	A	.71	C	--		--	
166. College & Telegraph	.36	A	.43	A	--		--		.33	A	.43	A	--		--	
168. Day & Foothill	.80	C	.78	C	--		--		.80	C	.79	C	--		--	
169. Kimball & Foothill	.63	B	.66	B	--		--		.55	A	.43	A	--		--	
170. Petit & Foothill	.37	A	.20	A	--		--		.39	A	.22	A	--		--	
171. Saticoy & Foothill	.38	A	.33	A	--		--		.42	A	.35	A	--		--	
172. Wells & Foothill	.36	A	.28	A	--		--		.37	A	.27	A	--		--	
173. Victoria & SR 126 WB Ramps (a)	.95	E	.87	D	--		--		.80	C	.70	B	--		--	
174. Petit & Telegraph	.44	A	.28	A	--		--		.46	A	.27	A	--		--	
175. Ventura & North Bank (a)	.42	A	.89	D	--		--		.43	A	.95	E	--		--	
176. Saticoy & Darling	.37	A	.28	A	--		--		.34	A	.26	A	--		--	
177. Wells & SR 126 WB Ramps (a)	.34	A	.50	A	--		--		.33	A	.47	A	--		--	
178. SR-33 Ramps & Stanley (a)	.67	B	.74	C	--		--		.67	B	.74	C	--		--	
179. SR-33 Ramps & Shell (a)	.96	E	.98	E	--		--		.96	E	.98	E	--		--	

Table 3-18
2025 ICU SUMMARY – SCENARIO 6

	BASELINE NETWORK								ALTERNATIVE NETWORK							
	Baseline Improvements				Non-Committed Improvements				Baseline Improvements				Non-Committed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
180. Estates & Telegraph	.27	A	.41	A	--		--		.28	A	.41	A	--		--	
181. Ventura & Ramona	.33	A	.52	A	--		--		.33	A	.50	A	--		--	
182. Olive & Main St	.53	A	.62	B	--		--		.53	A	.61	B	--		--	
190. Petit Av & North Bank Dr	.20	A	.27	A	--		--		.19	A	.26	A	--		--	
191. Saticoy Av & North Bank Dr	.08	A	.15	A	--		--		.08	A	.15	A	--		--	
192. Los Angeles Av & North Bank	.72	C	.87	D	--		--		.71	C	.86	D	--		--	
193. Saticoy Av & A St	.19	A	.13	A	--		--		.18	A	.12	A	--		--	
194. Wells Rd & A St	.45	A	.42	A	--		--		.40	A	.41	A	--		--	
205. Johnson & Woodland	--		--		--		--		.66	B	.69	B	--		--	
206. Johnson & Telegraph	--		--		--		--		.78	C	.68	B	--		--	
207. Johnson & Loma Vista	--		--		--		--		.32	A	.49	A	--		--	
208. Johnson & Foothill	--		--		--		--		.52	A	.63	B	--		--	

(a) LOS E (ICU less than or equal to 1.00) is acceptable at this location (freeway ramps). LOS D (ICU less than or equal to .90) is the recommended performance standard for all other intersection locations that are analyzed.

Note: Gray shading denotes intersection locations that exceed the performance standard.

Chapter 4.0
ARTERIAL STREET SYSTEM

This chapter presents material pertaining to the Arterial Street System Component of the Circulation Element. It is intended to provide background discussion and related material for that component of the Element, and to present recommendations for the Citywide Arterial Street Plan.

OVERVIEW

Preparing the Circulation Element Update has involved a comprehensive process with input from numerous sources. Some of these sources were described in Chapter 2.0 as part of the existing conditions data that was compiled relative to existing physical features of the circulation system. Other information sources include community input (see Appendix B) and technical analyses as described in this report.

The discussion in this chapter focuses on the arterial street system and uses information prepared in the previous chapter (Chapter 3.0) to present Arterial Street Plans to be considered for inclusion in the Circulation Element. A customized Street Classification System is first described and then recommendations presented for each of the six land use scenarios discussed in the previous chapter.

STREET CLASSIFICATION SYSTEM

The arterial street component of the Circulation Element has two features which define the physical attributes of individual roadways on the Citywide street system. These are:

1. Design Classification
2. Functional Classification

The first establishes standards for right-of-way dedication when new construction occurs and shows the maximum number of lanes that would be accommodated on a given street. It essentially sets the maximum size of the street. There are three design classifications used in the Circulation Element, Primary Arterial, Secondary Arterial and Collector. Design specifications for these can be found in the City's Standard Detail Number 105.

The functional classification addresses lane deployment, medians, parking, and streetscape attributes designed to achieve objectives other than simply moving traffic. It addresses the "character" of a street as well as its size. Labels used in naming the functional classifications include the following:

- Boulevard – a street with a raised planted median
- Arterial – a street with a striped median
- Street – a street with no median

The first two are used in differentiating Primary Arterials, and all three are used for differentiating Secondary Arterials. Other descriptions are used as appropriate, particularly for collectors which are differentiated by both medians and parking.

The design and functional classifications are listed in Table 4-1. This shows the relationship between the two in conjunction with specific features of each classification and representative average daily traffic (ADT) values. As noted in the table, the ADT values are representative only and do not imply that the street is capable of carrying this volume or that it should carry no more than this volume. Figure 4-1 provides an illustrative guide in the form of cross-sections, and a brief description of each functional classification follows.

Six-Lane Boulevard (6LB) – This is the highest level of functional classification both in terms of its ability to carry traffic and also in terms of aesthetic appearance. It has a landscaped median wherever possible (i.e., where no access is required or where access can be limited) and gives a high quality street appearance. It is not necessary for the raised median to be continuous as long as there are sufficient sections of landscaped median to provide visual continuity. The intervening sections would have a striped median. No curbside parking is allowed under this functional classification. Also, where necessary, the basic six lane section may be augmented with auxiliary lanes (as currently exists on Victoria Avenue which has eight midblock lanes).

Six-Lane Arterial (6LA) – This is the second functional classification with six lanes and is the second of two functional classifications within the Primary Arterial design classification. In this case it has a striped median allowing two-way left turns into adjacent properties. Like the six-lane boulevard, it typically does not allow curbside parking since all the street width is required to accommodate the six lanes plus center turn lane. The only situation where parking would be allowed is where the right-of-way

Table 4-1

STREET CLASSIFICATIONS

DESIGN CLASSIFICATION	FUNCTIONAL CLASSIFICATION	REFERENCE CODE	ATTRIBUTES			
			LANES	MEDIAN	PARKING	ADT*
Primary Arterial	Six Lane Boulevard	6LB	6	Raised	No parking	54,000
	Six Lane Arterial	6LA	6	Striped	No curb parking unless adequate right-of-way (indents preferred)	50,000
Secondary Arterial	Four Lane Boulevard	4LB	4	Raised	No parking	36,000
	Four Lane Arterial	4LA	4	Striped	If space available (indents preferred)	32,000
	Four Lane Street	4LS	4	None	Parking	24,000
	Two Lane Boulevard	2LB	2	Raised	No Parking	20,000
Collector	Urban Collector	UC	2	Striped**	Parking	16,000
	Residential Collector	RC	2	None**	Parking	12,000
	Special Collector	SC	2	None	Angle parking	10,000

* The ADT value is a guide to the general level of daily traffic that can be carried by a roadway of this classification. Since level of service is determined by intersection performance rather than roadway link performance, this ADT value will vary (up or down) depending on the performance of adjacent intersections.

** Except where traffic calming applications provide for a raised landscaped median

PRIMARY ARTERIAL
(6 OR MORE LANE ROADWAY)

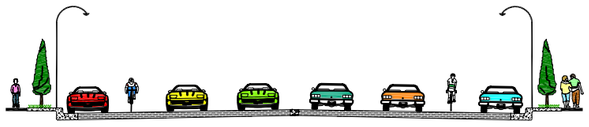
BOULEVARD

AVENUE

SECONDARY ARTERIAL
(4 LANE ROADWAY)

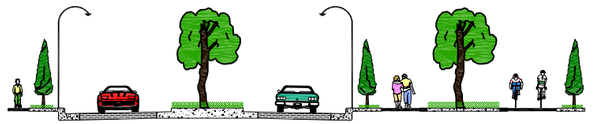
BOULEVARD

AVENUE

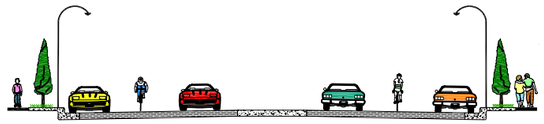


STREET

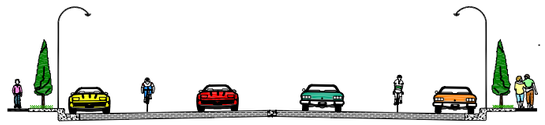
COLLECTOR
(2 LANE ROADWAY)



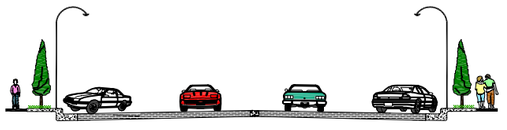
BOULEVARD



AVENUE



STREET



MAIN STREET

Note: Bikeways through agricultural or open land would be constructed only in conjunction with development of area.

Figure 4-1

FUNCTIONAL CLASSIFICATIONS
- CONCEPTUAL CROSS-SECTIONS

is sufficient to accommodate parking as well as the other space components of this classification (i.e., median and bike lanes).

Four-Lane Boulevard (4LB) – This is the secondary arterial equivalent of the six-lane boulevard (6LB). It essentially provides the same type of streetscape, but with only four lanes. As noted for the 6LB, the landscaped median need not be continuous as long as there are sufficient sections to provide visual continuity. No curbside parking is allowed under this functional classification.

Four-Lane Arterial (4LA) – In its highest traffic carrying form, this is similar to the 4LB, but without the landscaped median. Typically, there is no parking and the center striped lane allows for two-way left turns. A variation on this is to allow parking, in which case the median would typically be narrower (no more than the 10 feet needed for the two-way left turn lane) and the parkway would also be narrower (eight feet rather than the desired 12 feet). Ideally the parking would be accommodated by indents, thereby providing designated parking sections along individual sections of roadway.

Four-Lane Street (4LS) – This is a basic four-lane roadway with no median and parking allowed on both sides. At intersections, the parking is removed and a striped median is provided to allow protected left turns.

Two-Lane Boulevard (2LB) – This provides for a high capacity two lane roadway within the Secondary Arterial Street Design Classification. It allows for special treatments such as Class I bikeways or wide parkways. Intersection augmentation is an important feature to enable the high midblock volumes to be accommodated.

Urban Collector (UC) – The Collector is the third level of design classification in the Circulation Element, and the Urban Collector is the highest level of the three functional classifications within this design classification.

Residential Collector (RC) – The Residential Collector recognizes that many streets designated as Collectors are in residential areas, and in many cases have driveways fronting onto the street. This classification has extra wide lanes so that traffic is not blocked by cars turning into driveways. At the same time, the residential character is preserved by not providing a median unless it is part of a special traffic calming program.

Special Collector (SC) – This third functional classification for Collector allows for special treatment such as traffic calming features (raised medians and/or narrowed curb-to-curb width), or special parking provisions (Main Street through the downtown area with its angle parking is an example of this functional classification).

Functional classification cross-sections can be found in Figures 4-2 through 4-4, and Table 4-2 shows roadway space allocation examples for the various functional classifications.

PRINCIPAL INTERSECTIONS

As noted in the discussion on performance criteria, level of service is defined by peak hour intersection performance. While the previous section on street classifications included a listing of desirable ADT values, these are simply a guide and do not imply that a roadway needs to be widened simply because the desired ADT threshold is exceeded.

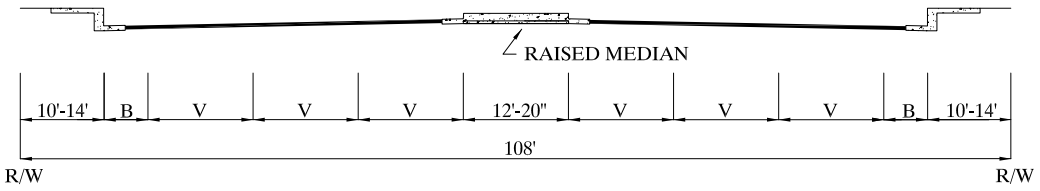
Accordingly, a set of principal intersections are defined in the Circulation Element and are illustrated here in Figure 4-5. These will be regularly monitored and improvements programmed as appropriate. Chapter 3.0 of this report showed estimates of future volumes and levels of service at these locations in relation to the long-range arterial street system. Actual intersection improvements at the principal intersections are not part of the Circulation Element, but would be included as appropriate in the Annual Transportation Report.

CITYWIDE STREET CLASSIFICATIONS

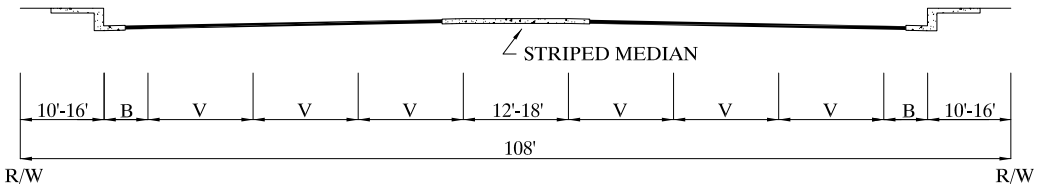
This section presents functional classification recommendations for the citywide arterial street system. The classification for each street segment represents a balance between needed capacity and other objectives (or constraints) related to the character of that street. Constraints include right-of-way and access needs. Other attributes include adjacent land uses, parking needs, street character, and visual/aesthetic values. An individual classification system is presented for each land use scenario, and year 2025 ADT volumes for that system are also shown for each scenario.

Text continues on Page 4-12

DESIGN CLASSIFICATION: PRIMARY ARTERIAL

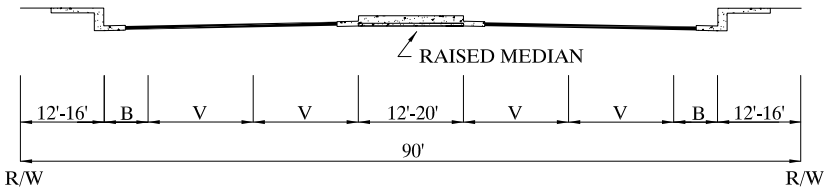


FUNCTIONAL CLASSIFICATION 6LB : 6-LANE BOULEVARD



FUNCTIONAL CLASSIFICATION 6LA : 6-LANE ARTERIAL

DESIGN CLASSIFICATION: SECONDARY ARTERIAL



FUNCTIONAL CLASSIFICATION 4LB : 4-LANE BOULEVARD

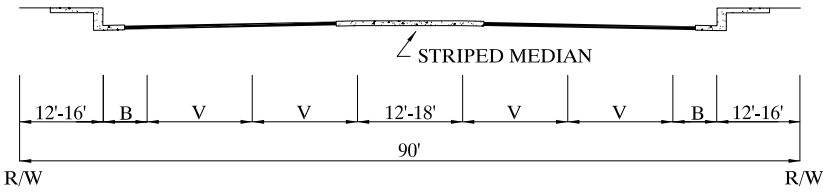
Legend

V = Vehicle Lane (11' minimum)
P = Parking Lane (8')
B = Bike Lane (5')

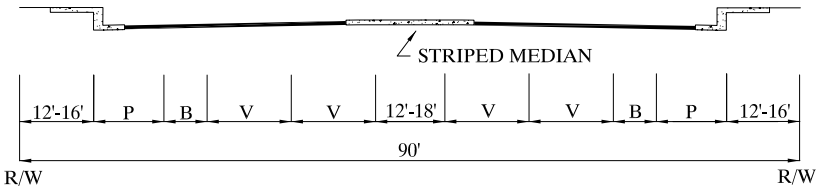
Figure 4-2

ROADWAY CROSS-SECTIONS

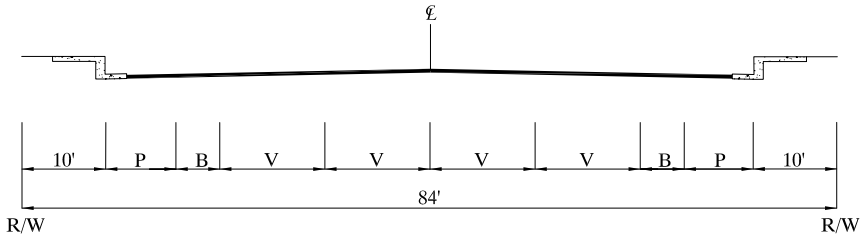
DESIGN CLASSIFICATION: SECONDARY ARTERIAL



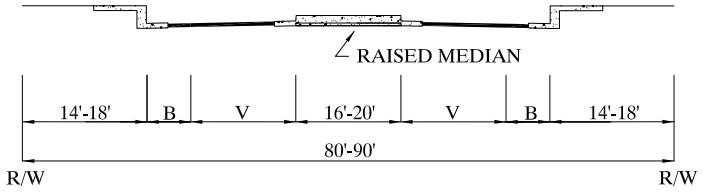
FUNCTIONAL CLASSIFICATION 4LA : 4-LANE ARTERIAL (WITHOUT PARKING)



FUNCTIONAL CLASSIFICATION 4LA : 4-LANE ARTERIAL (WITH PARKING)



FUNCTIONAL CLASSIFICATION 4LS : 4-LANE STREET



FUNCTIONAL CLASSIFICATION 2LB : 2-LANE BOULEVARD

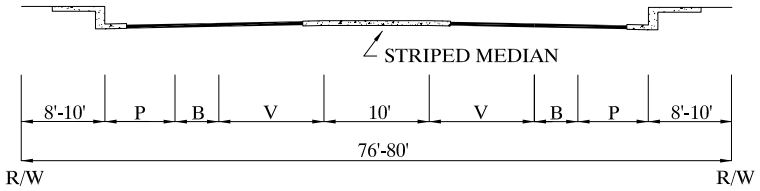
Legend

V = Vehicle Lane (11' minimum)
P = Parking Lane (8')
B = Bike Lane (5')

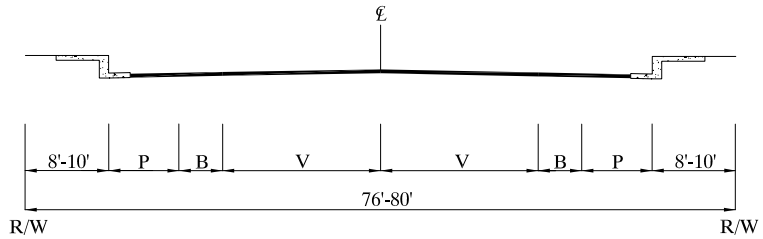
Figure 4-3

ROADWAY CROSS-SECTIONS
(CONTINUED)

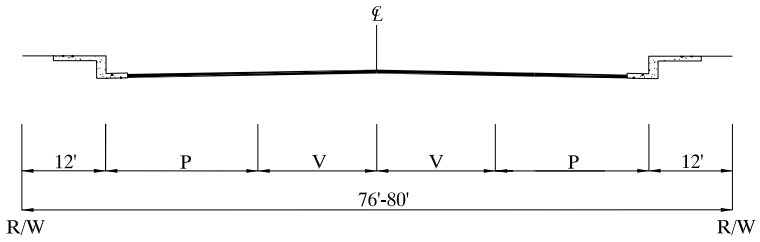
DESIGN CLASSIFICATION: COLLECTOR



FUNCTIONAL CLASSIFICATION UC : URBAN COLLECTOR



FUNCTIONAL CLASSIFICATION RS : RESIDENTIAL COLLECTOR



FUNCTIONAL CLASSIFICATION SC : SPECIAL COLLECTOR (ANGLE PARKING)

Legend

V = Vehicle Lane (11' minimum)
P = Parking Lane (8')
B = Bike Lane (5')

Figure 4-4

ROADWAY CROSS-SECTIONS
(CONTINUED)

Table 4-2

STREET SECTION SPACE ALLOCATION EXAMPLES

FUNCTIONAL CLASSIFICATION	SPACE ALLOCATION (FEET) VEHICLES	BICYCLES	PARKING	MEDIAN	PARKWAYS	TOTAL
1. 6LB – Six-lane Boulevard	68	10	0	12	28	108
2. 6LB – Six-lane Boulevard	68	10	0	16	24	108
3. 6LB – Six-lane Boulevard	68	10	0	20	20	108
4. 6LA – Six-lane Arterial (without parking)	72	10	0	12	24	108
5. 6LA – Six-lane Arterial (with parking)	68	10	16	10	14	108
6. 4LB – Four-lane Boulevard	48	12	0	12	28	90
7. 4LB – Four-lane Boulevard	48	12	0	16	24	90
8. 4LB – Four-lane Boulevard	48	12	0	20	20	90
9. 4LA – Four-lane Arterial (without parking)	48	10	0	16	24	90
10. 4LA – Four-lane Arterial (without parking)	48	10	0	12	30	90
11. 4LA – Four-lane Arterial (with parking)	48	10	16	12	14	90
12. TLB – Two-lane Boulevard	26	12	0	20	32	90
13. TLB – Two-lane Boulevard	26	10	0	16	28	80
14. UC – Urban Collector	24	10	16	10	20	80
15. UC – Urban Collector	24	10	16	10	16	76
16. RC – Residential Collector	34	10	16	0	20	80
17. SC – Special Collector (angle parking)	24	0	40	0	16	80

Legend

------ Future Roadway

Figure 4-5

PRINCIPAL INTERSECTIONS

SCENARIO 1 – INTENSIFICATION/REUSE ONLY

The recommended arterial street system functional classifications for Scenario 1 are shown in Figure 4-6, and corresponding year 2025 ADT volumes are illustrated in Figure 4-7. The circulation plan for this scenario is considered a Baseline Network that contains a number of transportation improvements throughout the city that are currently committed for construction (i.e., they have identified funding sources and are programmed for implementation either through the City's Capital Improvement Program (CIP) or other mechanisms; refer to chapter 3.0 for detailed listings of the Baseline improvements).

SCENARIO 2 – INTENSIFICATION/REUSE + NORTH AVENUE + OLIVAS + SERRA

The recommended arterial street system functional classifications for Scenario 2 are shown in Figure 4-8, and corresponding year 2025 ADT volumes are illustrated in Figure 4-9. In this scenario, it is recommended that the following roadway links be added to the Baseline circulation plan:

1. Mills Road extension to Harbor Boulevard
2. New collector between the Mills Road extension and Telephone Road
3. North Bank Drive extension from Johnson Drive to Bristol Drive
4. Kimball Road extension from Telephone Road to North Bank Drive
5. Ralston Street extension from Ramelli Avenue to Montgomery Avenue

Note that with North Bank Drive extended from Johnson Drive to Bristol Road, the six-lane widening of Johnson Drive between North Bank Drive and Bristol Road that is assumed in the Baseline circulation plan is not needed.

SCENARIO 3 – INTENSIFICATION/REUSE + NORTH AVENUE + OLIVAS

The recommended arterial street system functional classifications for Scenario 3 are shown in Figure 4-10, and corresponding year 2025 ADT volumes are illustrated in Figure 4-11. In this scenario, it is recommended that the following roadway links be added to the Baseline circulation plan:

1. Mills Road extension to Harbor Boulevard
2. New collector between the Mills Road extension and Telephone Road

Text continues on Page 4-19

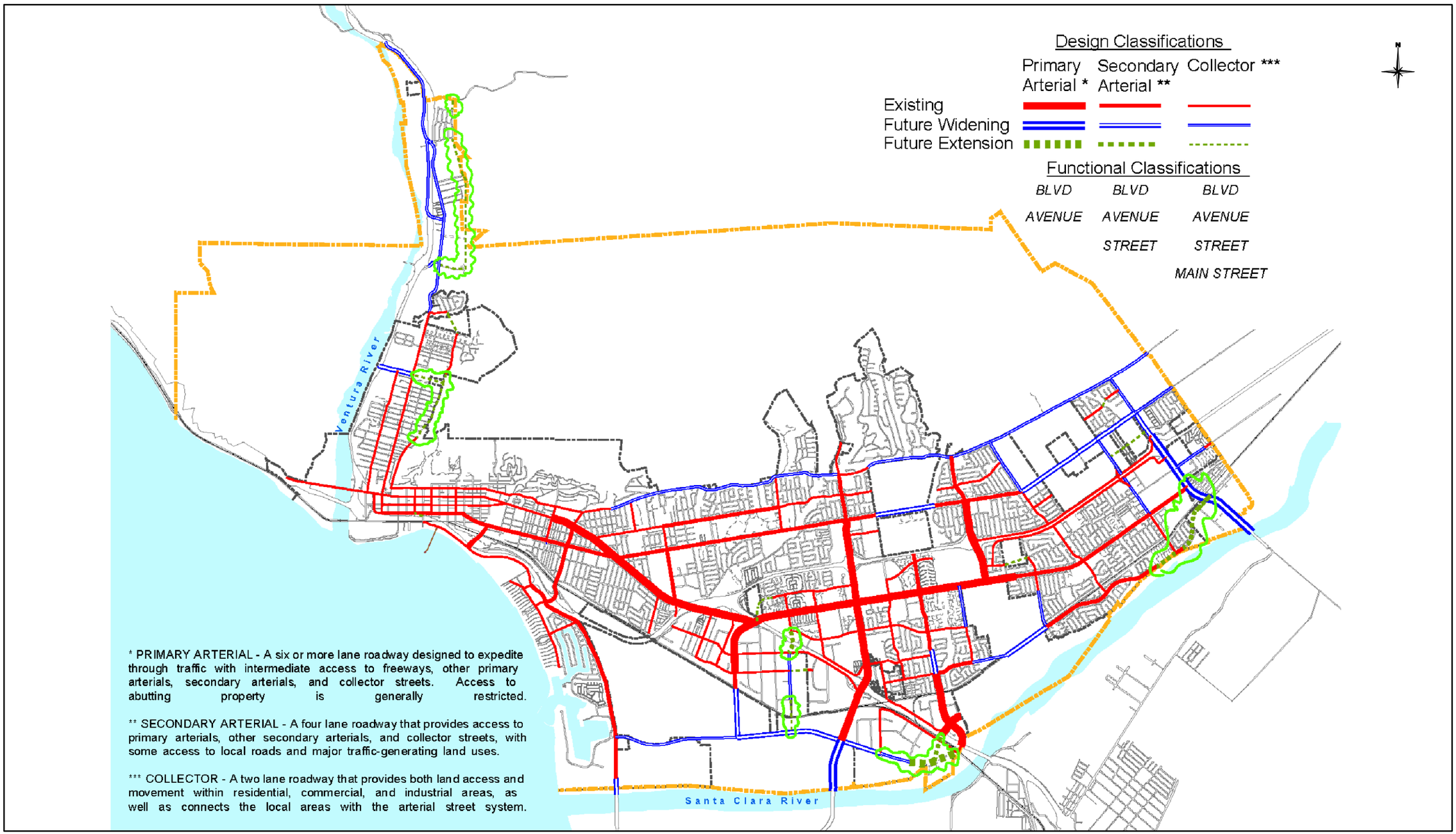
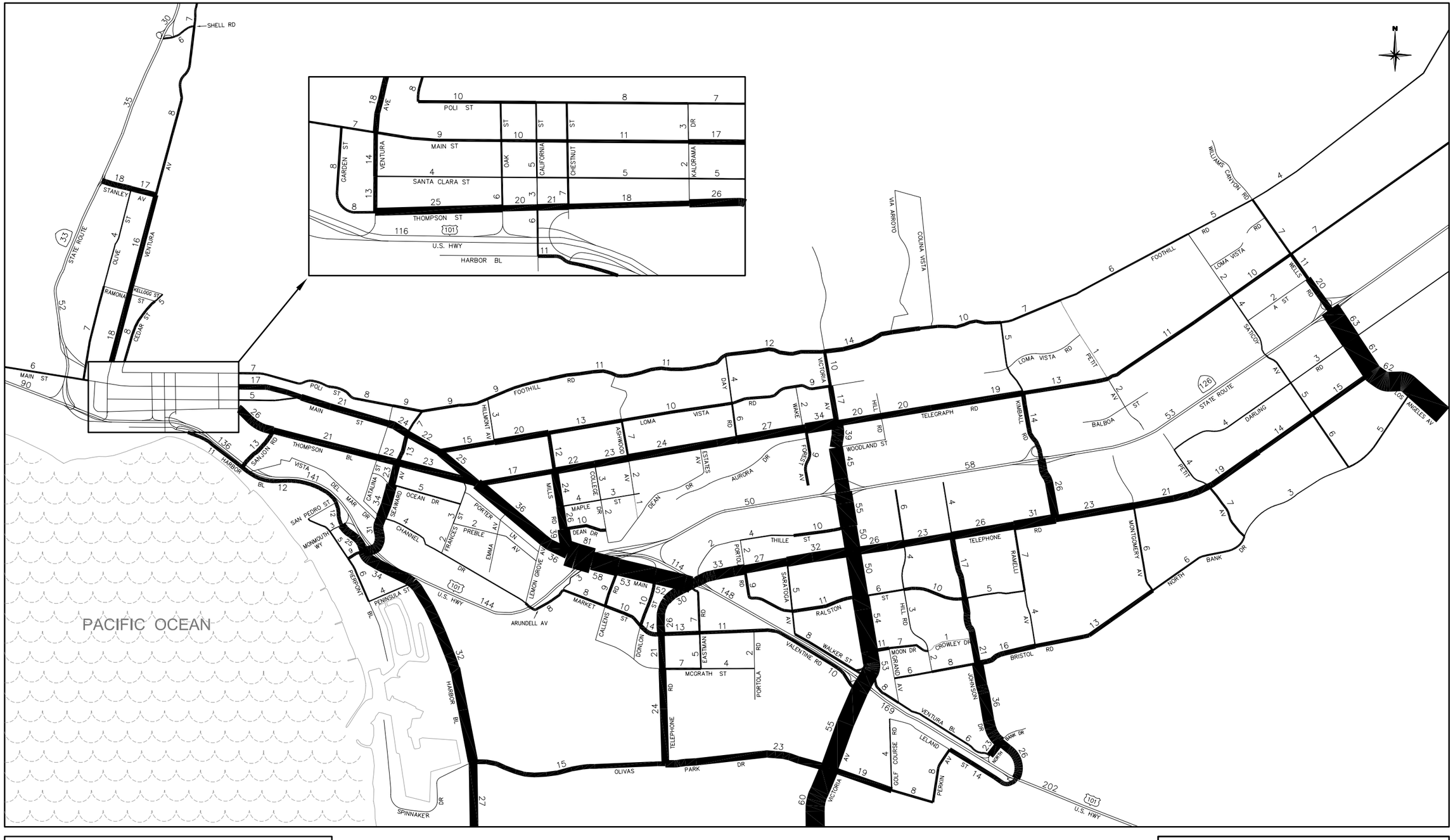


Figure 4-6

ROADWAY CLASSIFICATIONS
-SCENARIO 1



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 4-7

2025 ADT VOLUMES (000s)
- SCENARIO 1 (BASELINE NETWORK)

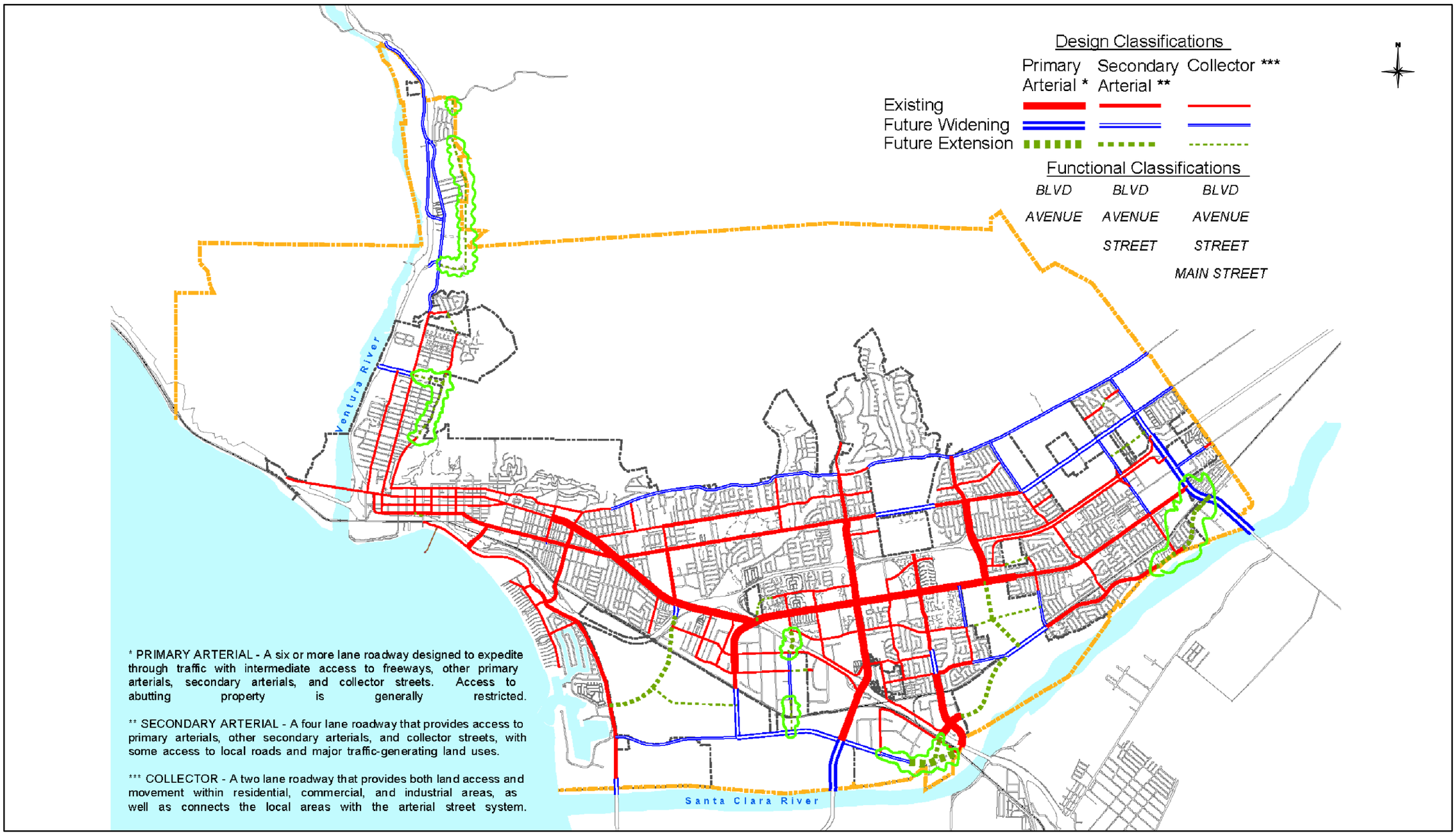
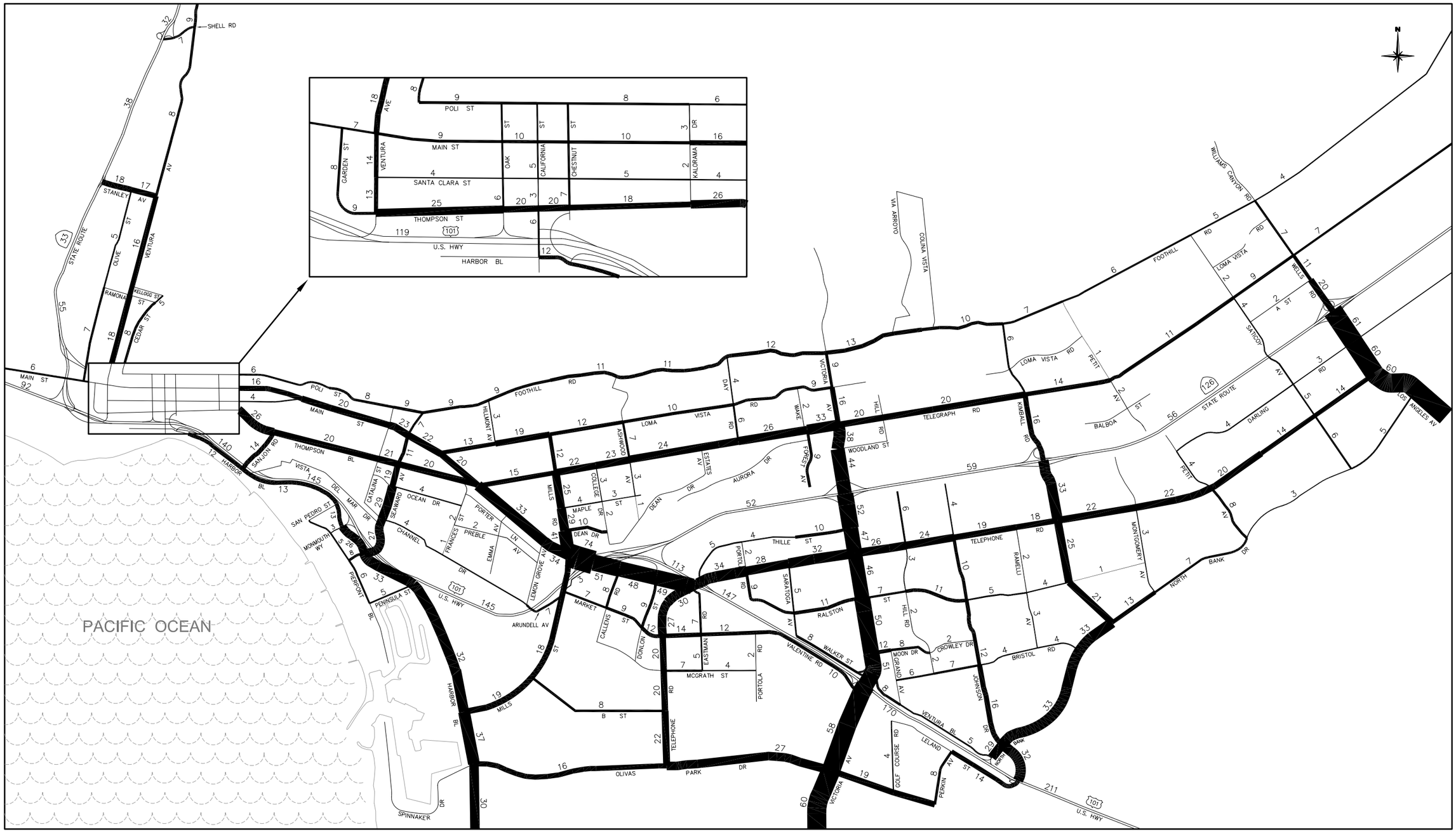


Figure 4-8

ROADWAY CLASSIFICATIONS
-SCENARIO 2



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 4-9

2025 ADT VOLUMES (000s)
- SCENARIO 2 (ALTERNATIVE NETWORK)

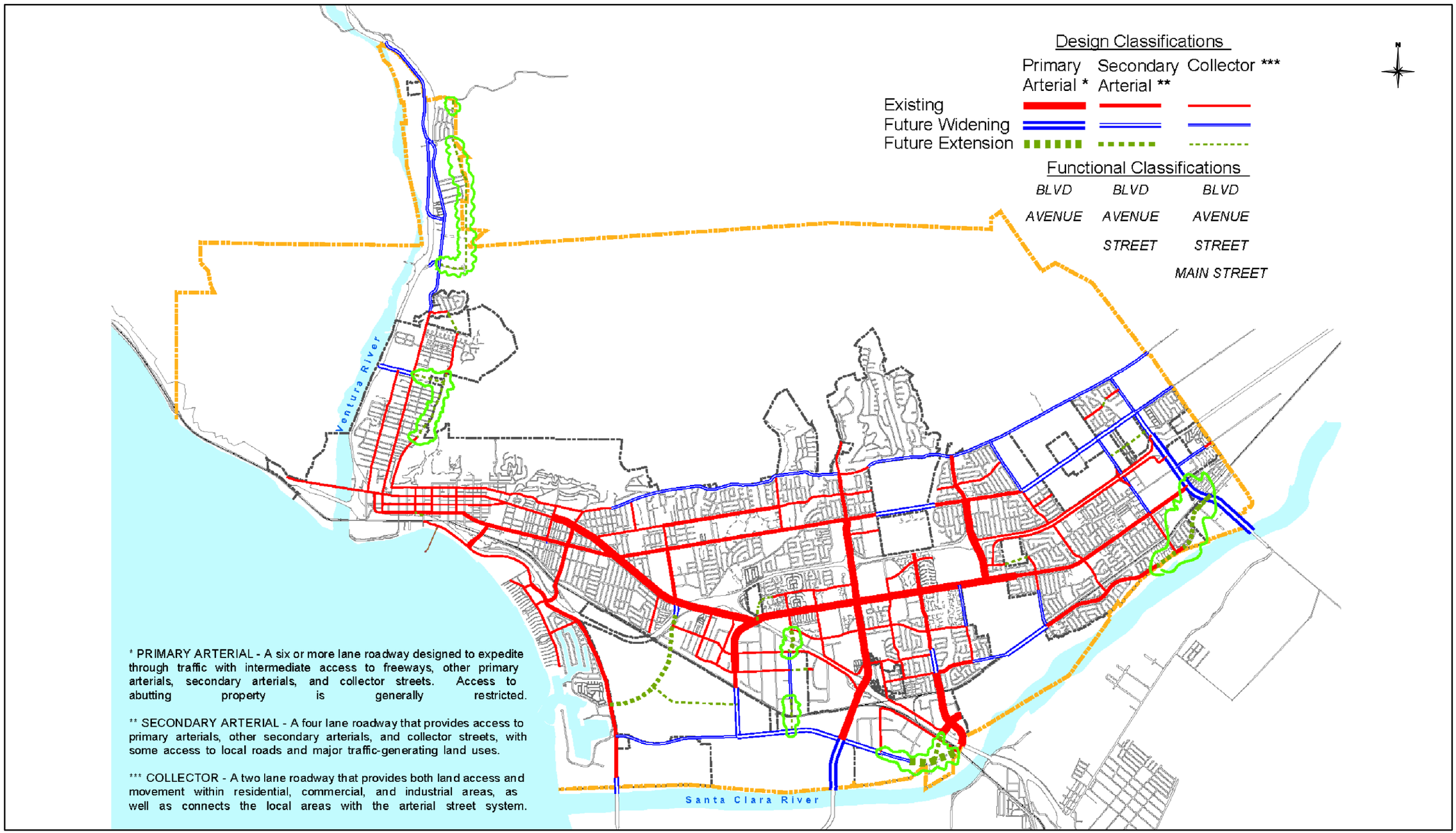
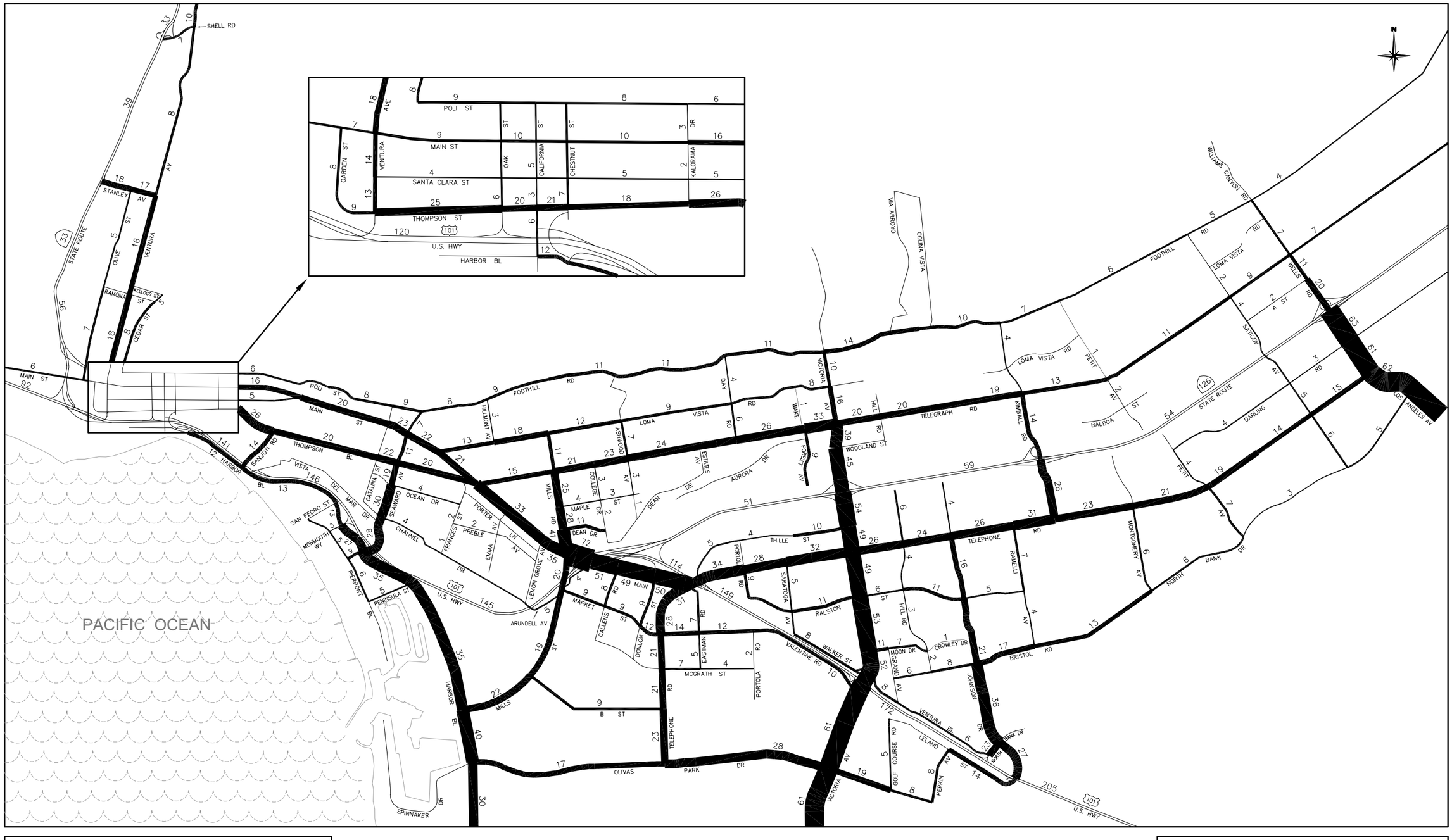


Figure 4-10

ROADWAY CLASSIFICATIONS
-SCENARIO 3



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 4-11

2025 ADT VOLUMES (000s)
- SCENARIO 3 (ALTERNATIVE NETWORK)

SCENARIO 4 – INTENSIFICATION/REUSE + NORTH AVENUE + SERRA

The recommended arterial street system functional classifications for Scenario 4 are shown in Figure 4-12, and corresponding year 2025 ADT volumes are illustrated in Figure 4-13. In this scenario, it is recommended that the following roadway links be added to the Baseline circulation plan:

1. North Bank Drive extension from Johnson Drive to Bristol Road
2. Kimball Road extension from Telephone Road to North Bank Drive
3. Ralston Street extension from Ramelli Avenue to Montgomery Avenue

Note that with North Bank Drive extended from Johnson Drive to Bristol Road, the six-lane widening of Johnson Drive between North Bank Drive and Bristol Road that is assumed in the Baseline circulation plan is not needed.

SCENARIO 5 – INTENSIFICATION/REUSE + NORTH AVENUE + WESTERN CAÑADA LARGA

The recommended arterial street system functional classifications for Scenario 5 are shown in Figure 4-14, and corresponding year 2025 ADT volumes are illustrated in Figure 4-15. In this scenario, the circulation plan is the same Baseline Network as considered for Scenario.

SCENARIO 6 – INTENSIFICATION/REUSE + NORTH AVENUE + POINSETTIA

The recommended arterial street system functional classifications for Scenario 6 are shown in Figure 4-16, and corresponding year 2025 ADT volumes are illustrated in Figure 4-17. In this scenario, it is recommended that the following roadway links be added to the Baseline circulation plan:

1. Johnson Drive extension from SR-126 to Foothill Avenue
2. Loma Vista Road extension from Victoria Avenue to Kimball Road
3. Woodland Street extension from Hill Road to Johnson Drive

Text continues on Page 4-26

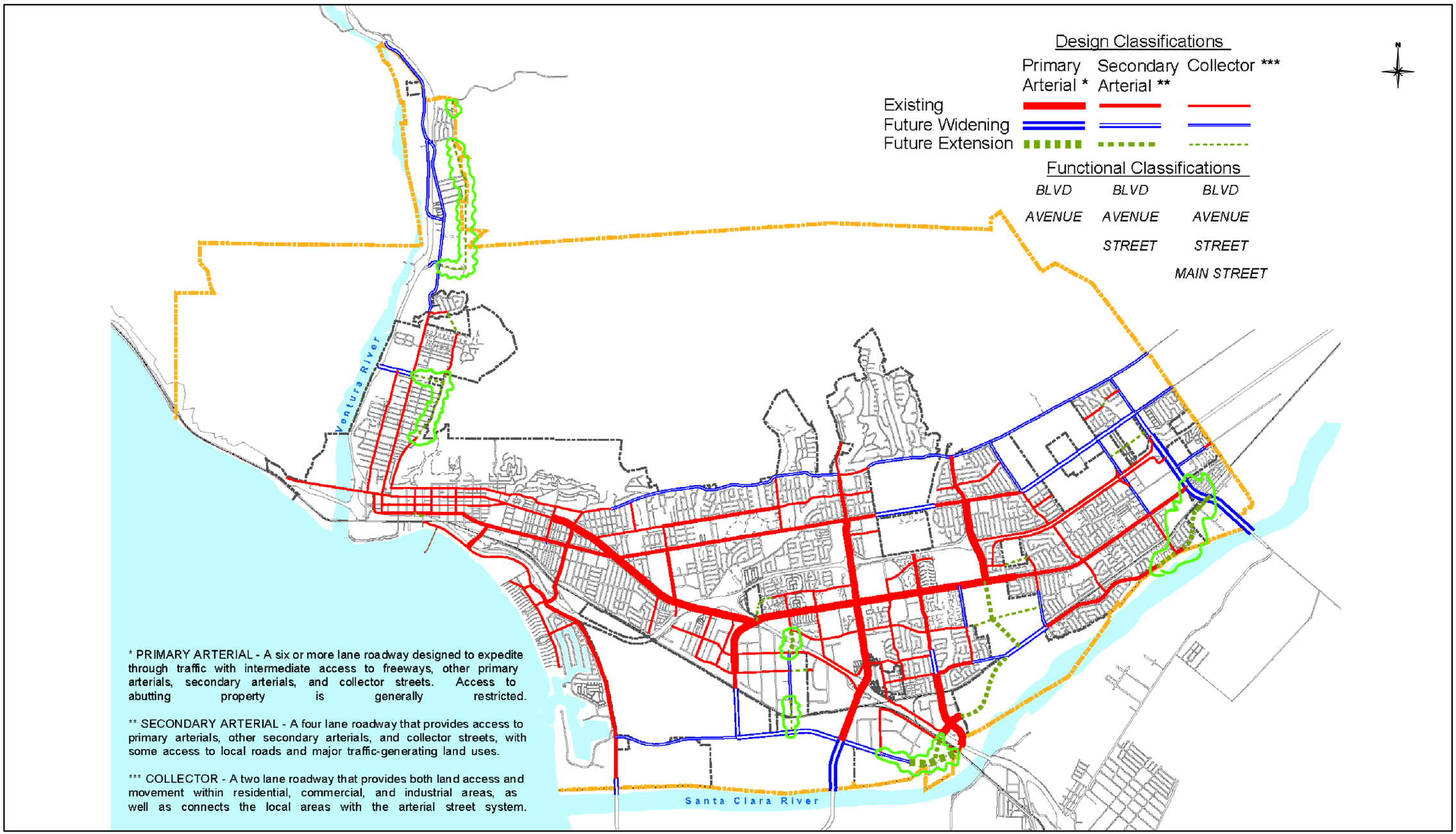
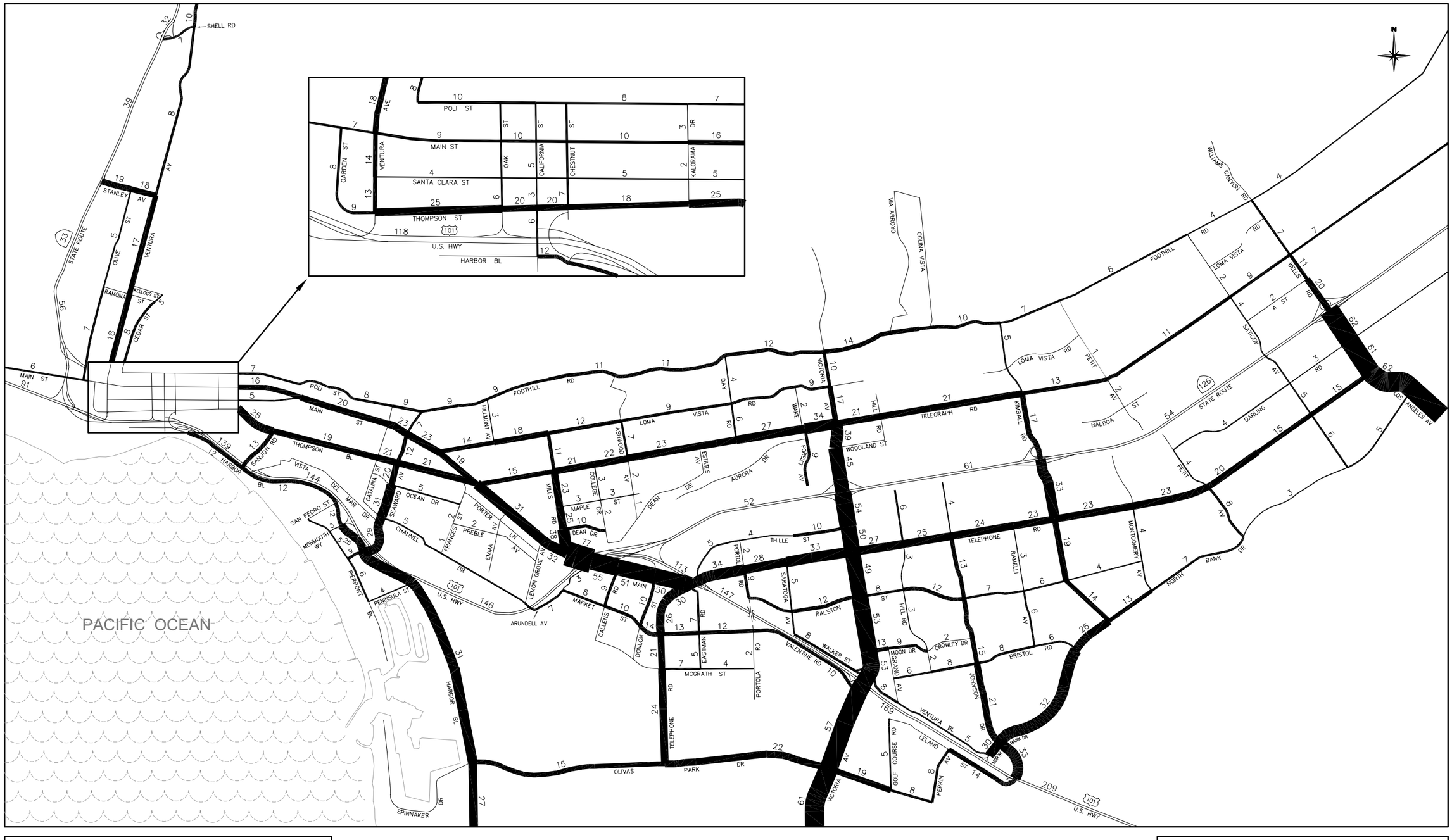


Figure 4-12

ROADWAY CLASSIFICATIONS
-SCENARIO 4



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 4-13

2025 ADT VOLUMES (000s)
- SCENARIO 4 (ALTERNATIVE NETWORK)

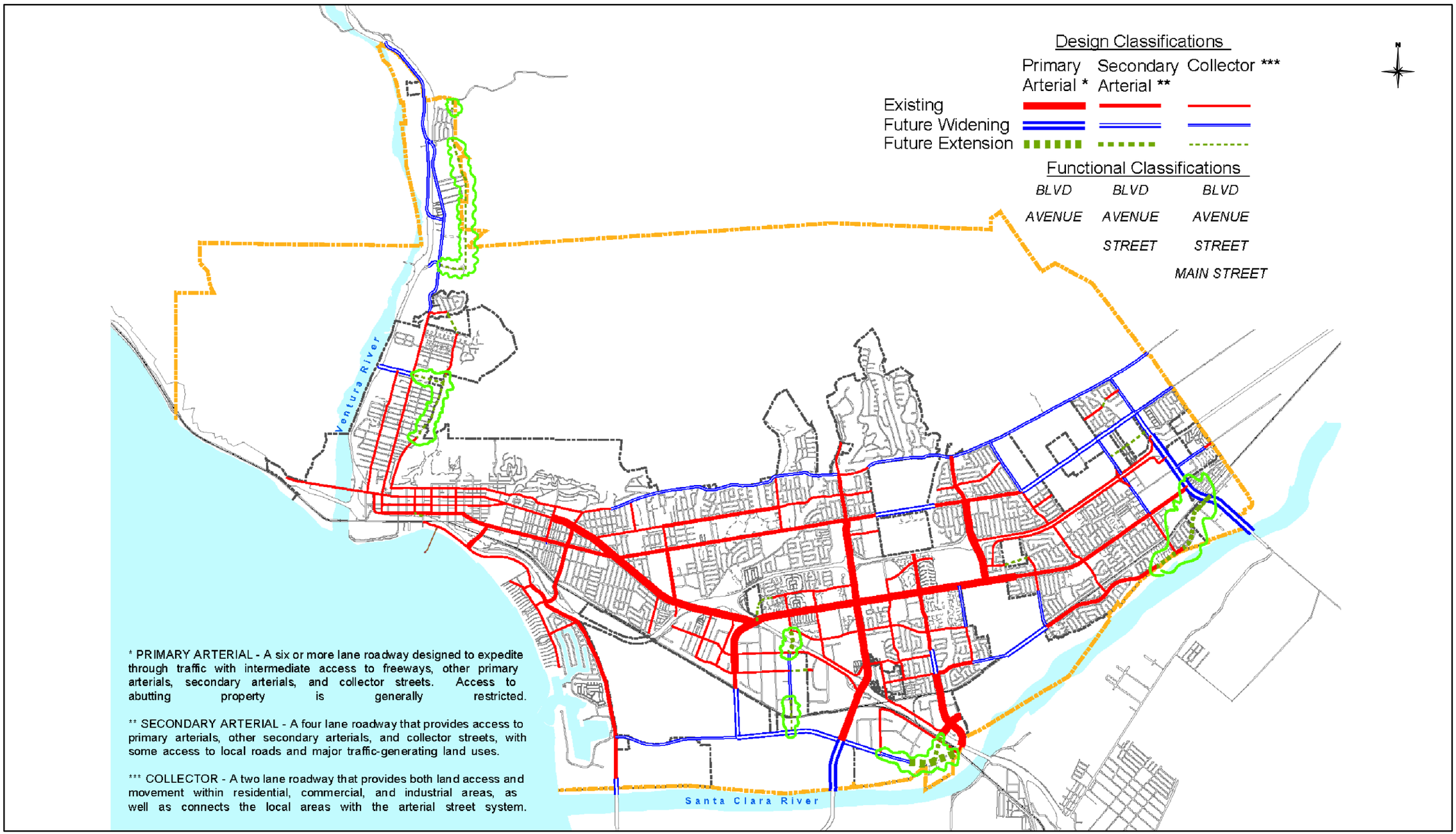
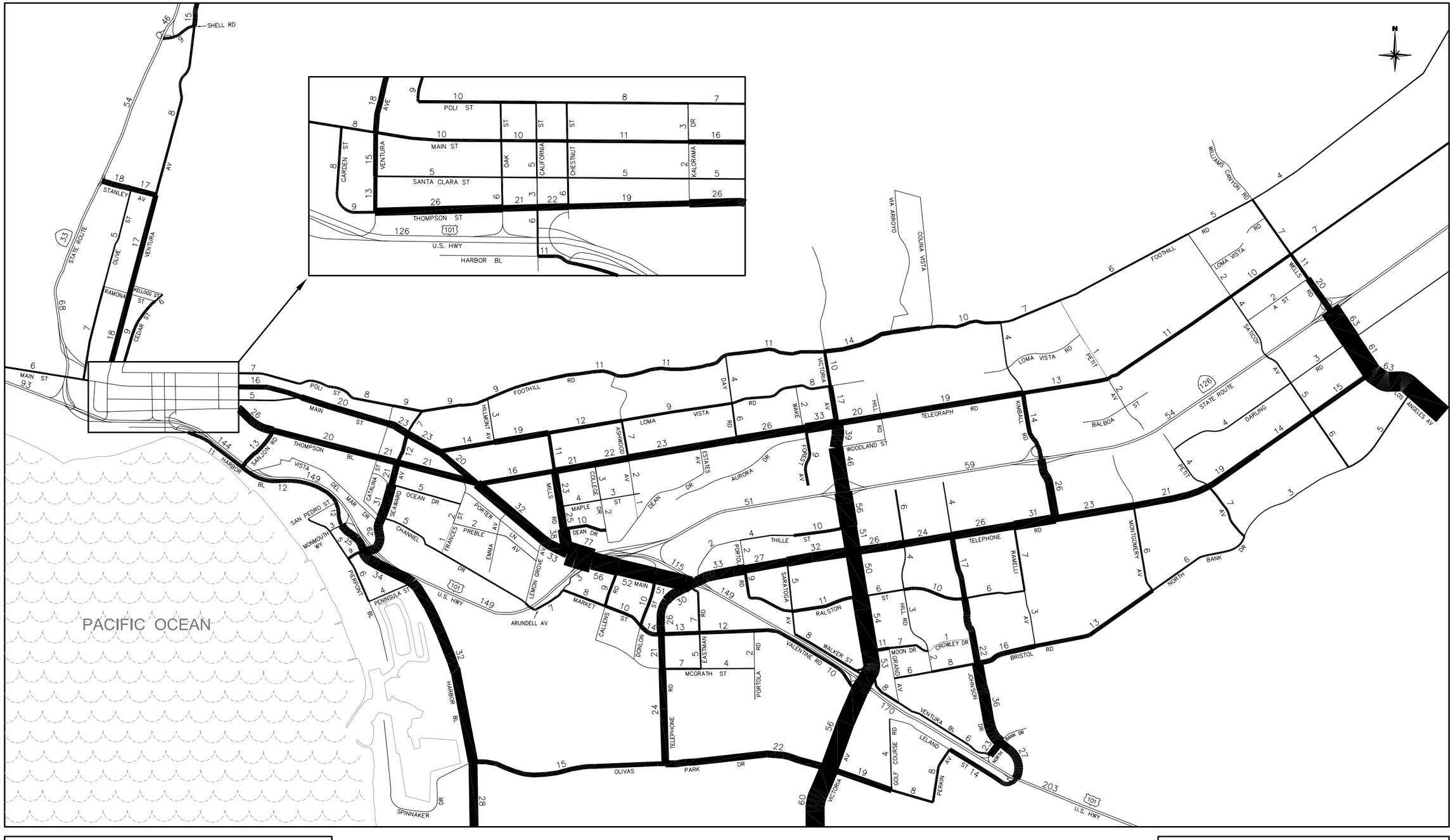


Figure 4-14

ROADWAY CLASSIFICATIONS
-SCENARIO 5



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 4-15

2025 ADT VOLUMES (000s)
- SCENARIO 5 (BASELINE NETWORK)

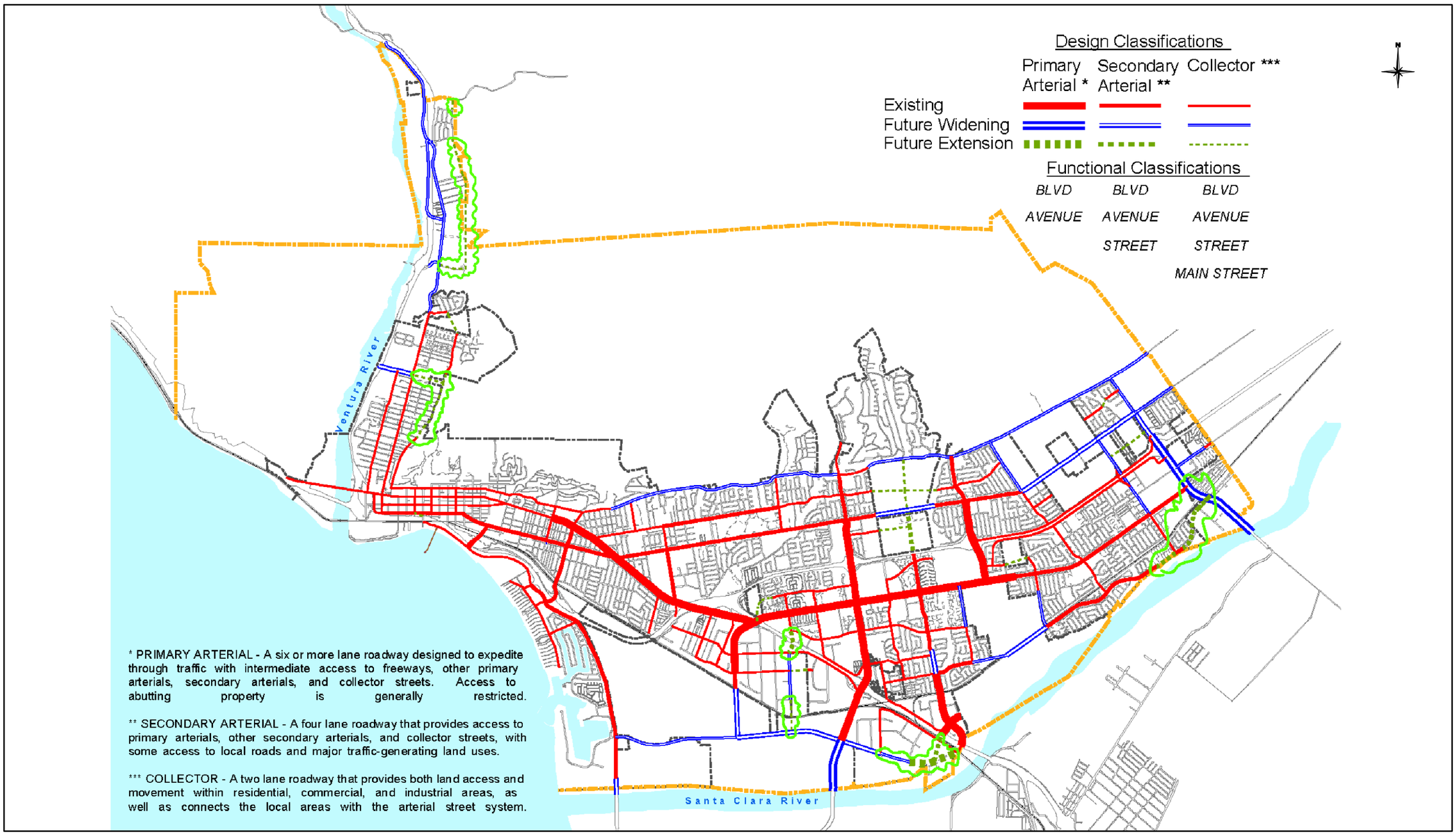
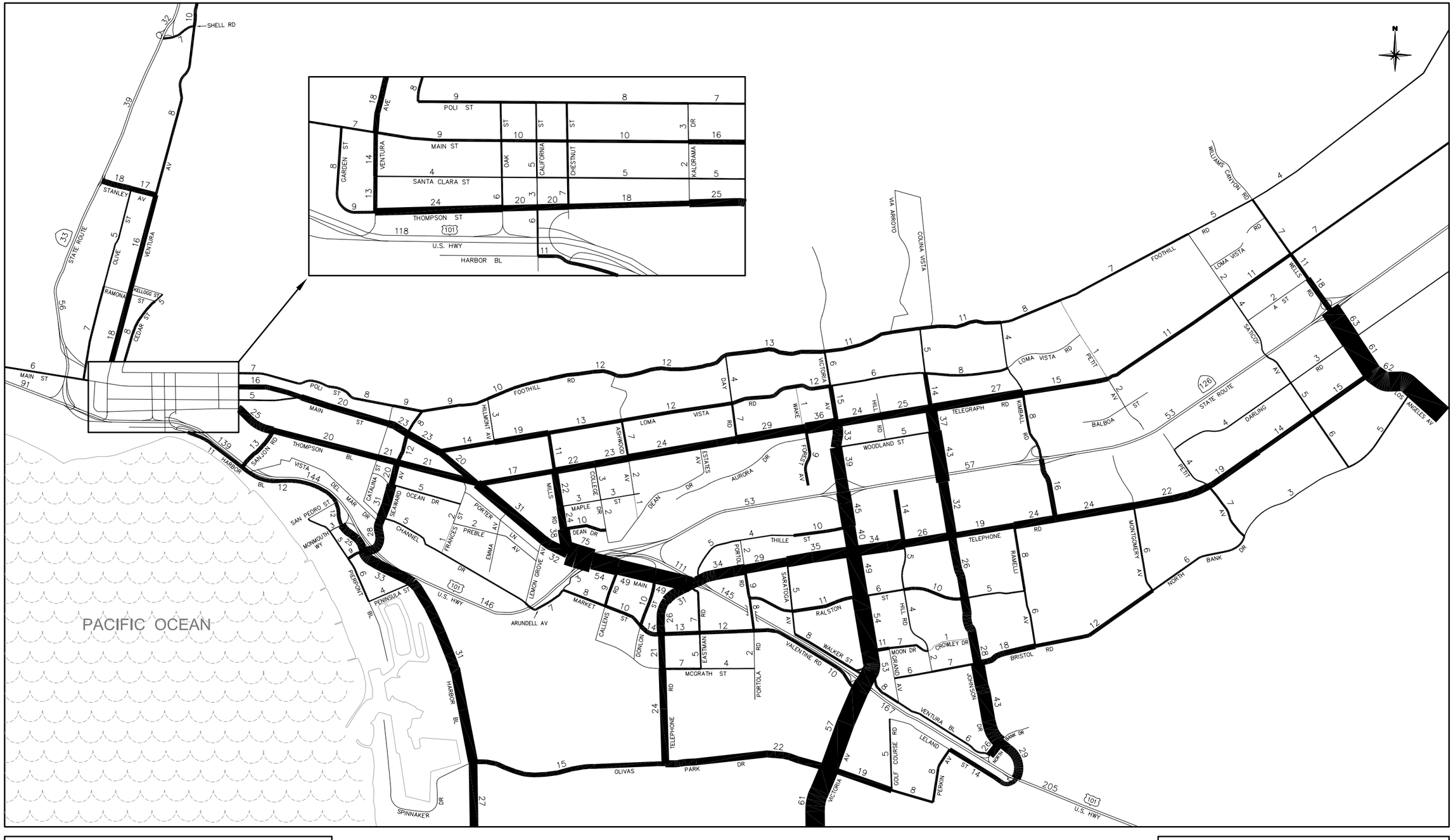


Figure 4-16

ROADWAY CLASSIFICATIONS
-SCENARIO 6



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 4-17

2025 ADT VOLUMES (000s)
- SCENARIO 6 (ALTERNATIVE NETWORK)

TRAFFIC CALMING

Traffic calming involves the deployment of street design features that cause motorists to drive with more care, to drive more slowly or perhaps via another route. The majority of traffic calming devices make alterations to a street's geometry, reducing its real or perceived width, or causing the driver to negotiate curvature or pavement texture. These modifications are almost always made within the public right-of-way, and are usually accompanied by extensive landscaping, thereby serving as neighborhood landmarks as well as traffic calming devices.

Traffic calming measures are generally implemented in response to specific problems. The problem or problems may involve a neighborhood or simply a street or part of a street. Examples of typical problems are as follows:

Cut-Through Traffic – Cut-through traffic has neither origin nor destination within the neighborhood, but rather is passing through on local streets. Cut-through trips seek out local streets, sometimes because they are faster, and sometimes because they are more pleasant and therefore seem to be faster.

Speeding – Many motorists (neighborhood residents as well as "cut-through") drive too fast on local streets. While some speeding is by irresponsible drivers, the majority is by normally responsible drivers unintentionally speeding due to design features such as excessively wide pavement, straight sections of road and absence of landscaping. In addition to safety issues, speeding vehicles degrade the quality of the street for other users and particularly for residents.

Safety – While largely related to speeding, safety also involves factors such as road geometry, safe road crossing locations, etc.

Aesthetics – Wide expanses of pavement devoted solely to the moving of traffic can take over a street in response to providing adequate "traffic service." Traffic calming provides the opportunity to use streets not only for moving cars but also as an aesthetically pleasing focal point for the community.

Although there are a number of traffic calming devices, they generally derive from some combination of a few basic principles:

Narrowing the street – This tends to reduce the speed that most drivers find reasonable and comfortable. Narrowing is done through reducing the pavement width, either at the sides or by adding a median or both. At intersections, narrowing can be achieved or complemented by extending the curbs. The perception of narrowing, which can be as effective as actual narrowing, is gained with street trees along the curb, overhead tree canopy, buildings brought close to the street and "gateways" along the street (i.e., short sections along which the curb-to-curb street width is narrowed).

Deflecting the vehicle path – Deflection usually terminates long, straight street views, thereby reducing speeds. Deflection is done through curving the travel path of the vehicle, and thereby causing the driver to reduce speed. Features incorporated into the street to cause deflection can also enhance the visual character of a street.

Diverting the driver's route – This is a more extreme measure, and makes vehicular access more difficult, thereby encouraging drivers to use another route. Diagonal street closures, one-way streets, median closings and turning movement restrictions are examples of diversion.

Changing the pavement surface – This feature demands attention from drivers, and reduces the comfortable driving speed. When deployed at intersections, it can enhance pedestrian safety.

Standard traffic control devices – These slow traffic through regulation. Stop signs, turn movement prohibitions, traffic signals and posted speed limits are examples of these more conventional traffic calming strategies.

Table 4-3 provides a toolbox of typical traffic calming actions. Typically three steps are undertaken to implement a traffic calming program:

1. Identify what needs fixing (i.e., location and problem) and apply some form of warrant/justification for proceeding with a study.

2. Identify potential tools that might be applicable.

3. Evaluate the tools and establish an implementation plan.

Traffic calming measures, while simple in concept, give a new balance between traffic service and important neighborhood values, such as noise, safety, walking and bicycling. Part of step three above is to recognize the trade-offs that can occur in this regard and achieve the desired balance between what may often be competing objectives.

Table 4-3

TRAFFIC CALMING TOOLBOX

TOOL	SPOT LOCATION	INTERSECTION	ROADWAY
Bulbout (curb extension)	✓	✓	✓
Chicane	--	--	✓
Choker (neckdown)	✓	✓	✓
Diverter	--	✓	--
Driveway Link	--	--	✓
Full Street Closure	--	--	✓
Gateway	✓	✓	✓
Intermediate Median Barrier	--	✓	✓
Landscaping Treatments	✓	✓	✓
Median	--	--	✓
Modified Intersection	--	✓	--
Partial Street Closure	--	✓	✓
Pedestrian Refuge Islands	✓	✓	✓
Speed Humps and Tables	✓	✓	--
Roadway Narrowing	--	--	✓
Roundabout	--	✓	--

Chapter 5.0
SPECIAL ISSUES

This chapter discusses a number of special issues with respect to the citywide arterial street system. The intent is to provide analysis information regarding these issues and give recommendations as to how they should be addressed either in the General Plan Circulation Element Update or in the EIR being prepared for the updated Element.

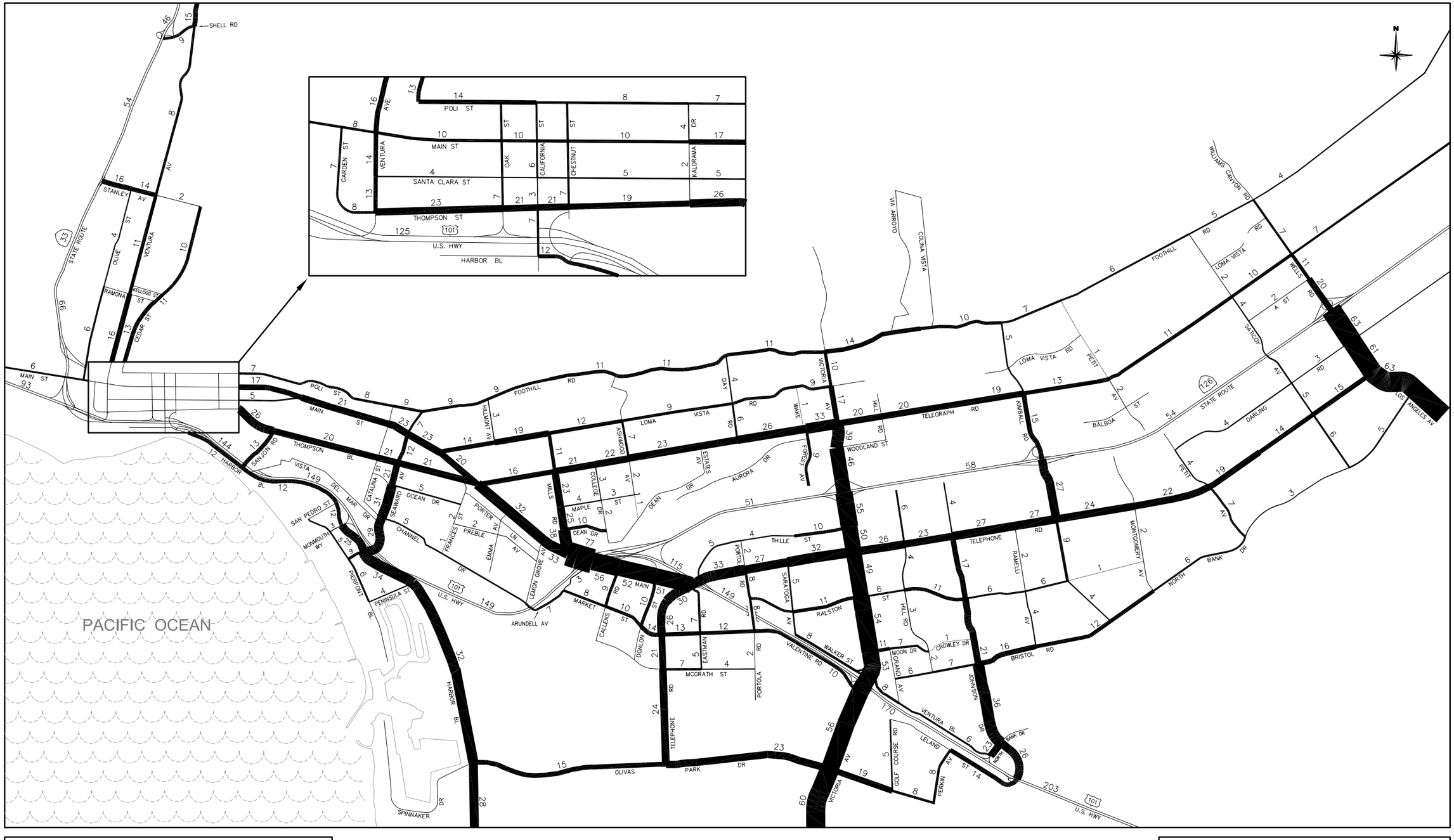
CEDAR STREET NORTHERLY EXTENSION

Consideration was given in the traffic analysis for a northerly extension of Cedar Street. A Cedar Street extension to Dakota Drive along with an eastward extension of Stanley Avenue to Cedar Street had been included in the previous Circulation Element roadway plan. As part of this Circulation Element Update Traffic Study, an analysis was made to identify the potential benefits of the Cedar Street extension. The land use alternative selected for this evaluation is Scenario 5 which includes development in Expansion Area 5 (Cañada Larga).

The 2025 average daily traffic (ADT) volumes for this scenario are shown in Figure 5-1, and comparative intersection capacity utilization (ICU) values at the intersections affected by the extension are summarized below:

	Without Cedar Extension		With Cedar Extension	
Intersection	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
132. Ventura & Stanley	.68	.83	.61	.62
178. SR-33 Ramps & Stanley	.64	.69	.61	.62

The traffic forecast data presented in Chapter 3.0 for Scenario 5 indicates that the majority of the traffic in the Cañada Larga Expansion Area would use the Cañada Larga and Shell Road interchanges with SR-33, and very little of that traffic would use Ventura Avenue south of Shell Road. Hence, the capacity needs at the intersection of Stanley Road and Ventura Avenue are the issue independent of the land use. As indicated above, year 2025 ICUs for this intersection show adequate capacity. Hence, the cost and potential impacts of such an extension suggest a relatively low benefit of constructing the extension. Accordingly, it is not recommended for inclusion in the Circulation Element at this time.



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 5-1

2025 ADT VOLUMES (000s)
- SCENARIO 5 (ALTERNATIVE NETWORK WITH CEDAR STREET EXTENSION)

ADDITIONAL CROSSING OF THE SANTA CLARA RIVER

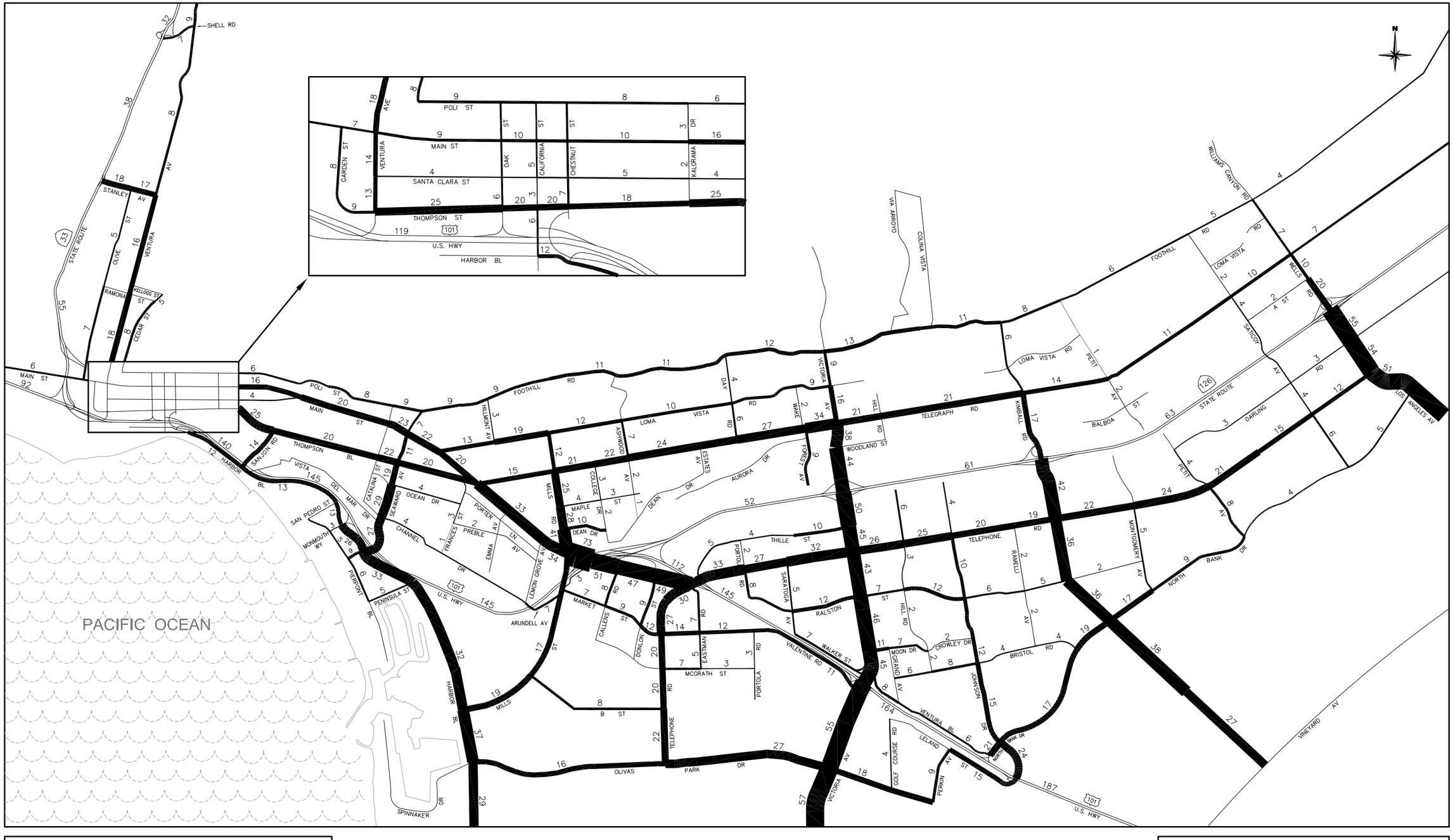
An additional crossing of the Santa Clara River has been considered several times in the past. One candidate location would be a southward extension of Kimball Road over into the recently approved RiverPark development in the City of Oxnard. A study carried out in 2004 for the County of Ventura concluded that expansion of the existing bridges (including the current Caltrans bridge widening on US-101) would accommodate future demand without the need for additional bridges.

To verify this finding and to examine the potential benefits of such an extension, the City of Ventura traffic model was utilized to prepare 2025 traffic projections with a Kimball Road extension across the river. The year 2025 ADT volumes with the new river crossing are illustrated in Figure 5-2. As can be seen, future demand on the bridge would be 38,000 ADT, more than is reasonable capacity for a two-lane bridge but within the capacity of a four-lane bridge. Potential benefits of this new bridge would largely occur on Victoria Avenue. Traffic between Ventura and Oxnard that currently uses Victoria Avenue and US-101 to travel between Ventura and the eastside of Oxnard would divert to the new bridge.

For each of the six land use scenarios analyzed in this study, a proposed circulation system has been developed which would serve the year 2025 traffic. In most cases, the circulation system involves intersection improvements and specific roadway links added to serve those scenarios that have expansion area growth. An added crossing of the Santa Clara River would not obviate the need for those additional roadways and would not change the intersection improvements in specific areas proposed as part of those scenarios. Accordingly, it is concluded that the high cost and impacts of an additional crossing would not be justified, given the ability to provide adequate capacity by other means.

OLIVAS PARK DRIVE EXTENSION

Consideration has been given in the past to extending Olivas Park Drive to the Johnson Drive underpass of the US-101. At the present time, traffic on Olivas Park Drive using the interchange must take a circuitous route via Golf Course Road or Perkin Avenue and then Leland Street to reach the Johnson Drive interchange. Hence, the extension would provide a substantial benefit with respect to access to the interchange.



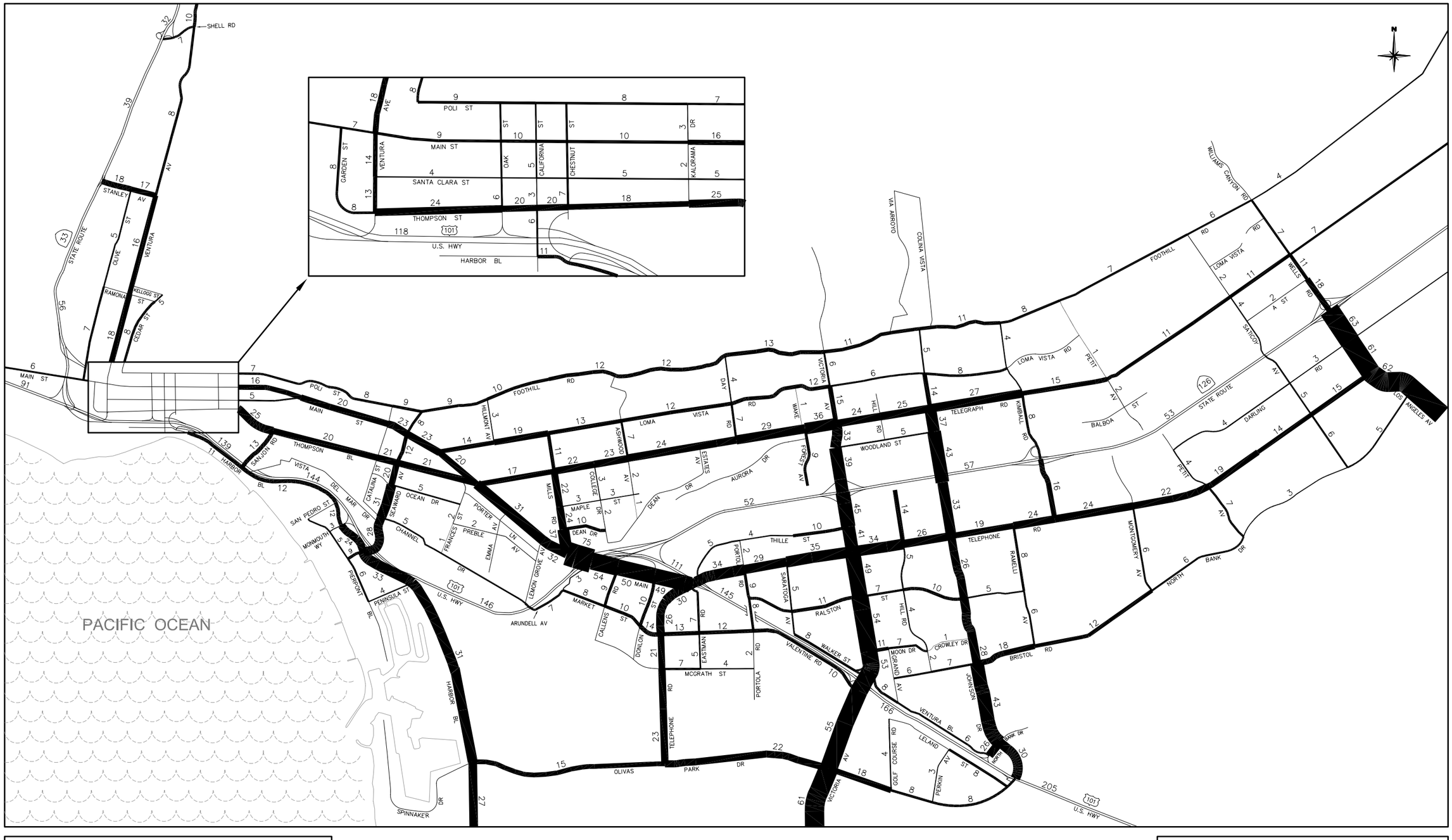
Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 5-2

2025 ADT VOLUMES (000s)
- SCENARIO 2 (ALTERNATIVE NETWORK WITH SANTA CLARA RIVER CROSSING)

It is recommended that this extension be considered as part of the overall upgrade to the Johnson Drive interchange and vicinity. In particular, if a North Bank Drive connection to Bristol Road is constructed, then associated changes will need to be made at the intersection of Johnson Drive and on the various ramps serving the US-101. Since the Olivas Park Drive extension would aid this situation, it would be a valuable addition to the circulation system in this area. The year 2025 ADT volumes with the Olivas Park Drive extension are illustrated in Figure 5-3.



Legend

10 30 50 Average Daily Traffic (ADT) Volumes in 000s

Figure 5-3

2025 ADT VOLUMES (000s)
- SCENARIO 6 (ALTERNATIVE NETWORK WITH OLIVAS PARK EXTENSION)

Appendix A
INTERSECTION CAPACITY UTILIZATION WORKSHEETS

This appendix contains information pertaining to the existing and future intersection analysis portion of the San Buenaventura traffic study. The sections that follow contain existing and future AM and PM peak hour intersection capacity utilization (ICU) worksheets for intersections in the traffic analysis study area. For intersections that require additional improvements, ICU worksheets with Non-Committed Improvements are included. The ICU data sets contained in the appendix are presented in the following order:

ICU DATA SETS

Scenario	Data Set
Existing	1
2025 Scenario 1 (Baseline Network)	2
2025 Scenario 2 (Baseline Network)	3
2025 Scenario 2 (Alternative Network)	4
2025 Scenario 3 (Baseline Network)	5
2025 Scenario 3 (Alternative Network)	6
2025 Scenario 4 (Baseline Network)	7
2025 Scenario 4 (Alternative Network)	8
2025 Scenario 5 (Baseline Network)	9
2025 Scenario 5 (Alternative Network)	10
2025 Scenario 6 (Baseline Network)	11
2025 Scenario 6 (Alternative Network)	12

ICU METHODOLOGY

Peak hour intersection volume/capacity ratios are calculated by means of intersection capacity utilization (ICU) values. The procedure is based on the critical movement methodology, and shows the amount of capacity utilized by each critical move. Basic assumptions used in the calculation are as follows:

Saturation flow rate: 1,600 vehicles per hour per lane

Clearance Interval: none

A "de-facto" right-turn lane is used in the ICU calculation for cases where a curb lane is wide enough to separately serve both thru and right-turn traffic (typically with a width of 19 feet from curb to outside of thru-lane with parking prohibited during peak periods). Such lanes are treated the same as striped right-turn lanes during the ICU calculations, but they are denoted on the ICU calculation worksheets using the letter "d" in place of a numerical entry for right-turn lanes.

The methodology also incorporates a check for right-turn capacity utilization. Both right-turn-on-green (RTOG) and right-turn-on-red (RTOR) capacity availability are calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. The following example shows how this adjustment is made.

Example For Northbound Right

1. Right-Turn-On-Green (RTOG)

If NBT is critical move, then:
RTOG = V/C (NBT)
Otherwise,
RTOG = V/C (NBL) + V/C (SBT) - V/C (SBL)

2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:
RTOR = V/C (WBL)
Otherwise,
RTOR = V/C (EBL) + V/C (WBT) - V/C (EBT)

3. Right-Turn Overlap Adjustment

If the northbound right is assumed to overlap with the adjacent westbound left, adjustments to the RTOG and RTOR values are made as follows:

RTOG = RTOG + V/C (WBL)
RTOR = RTOR - V/C (WBL)

4. Total Right-Turn Capacity (RTC) Availability For NBR

RTC = RTOG + factor x RTOR
Where factor = RTOR saturation flow factor (75%)

Right-turn adjustment is then as follows: Additional ICU = V/C (NBR) - RTC

A zero or negative value indicates that adequate capacity is available and no adjustment is necessary. A positive value indicates that the available RTOR and RTOG capacity does not adequately accommodate the right-turn V/C, therefore the right-turn is essentially considered to be a critical movement. In such cases, the right-turn adjustment is noted on the ICU worksheet and it is included in the total capacity utilization value. When it is determined that a right-turn adjustment is required for more than one right-turn movement, the word "multi" is printed on the worksheet instead of an actual right-turn movement reference, and the right-turn adjustments are cumulatively added to the total capacity utilization value. In such cases, further operational evaluation is typically carried out to determine if under actual operational conditions, the critical right-turns would operate simultaneously, and therefore a right-turn adjustment credit should be applied.

Shared Lane V/C Methodology

For intersection approaches where shared usage of a lane is permitted by more than one turn movement (e.g., left/thru, thru/right, left/thru/right), the individual turn volumes are evaluated to determine whether dedication of the shared lane is warranted to any one given turn movement. The following example demonstrates how this evaluation is carried out:

Example for Shared Left/Thru Lane

1. Average Lane Volume (ALV)

$$ALV = \frac{\text{Left-Turn Volume + Thru Volume}}{\text{Total Left + Thru Approach Lanes (including shared lane)}}$$

2. ALV for Each Approach

$$ALV\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Lanes (including shared lane)}}$$

$$ALV\ (Thru) = \frac{\text{Thru Volume}}{\text{Thru Approach Lanes (including shared lane)}}$$

3. Lane Dedication is Warranted

If ALV (Left) is greater than ALV then full dedication of the shared lane to the left-turn approach is warranted. Left-turn and thru V/C ratios for this case are calculated as follows:

$$V/C\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (including shared lane)}}$$

$$V/C\ (Thru) = \frac{\text{Thru Volume}}{\text{Thru Approach Capacity (excluding shared lane)}}$$

Similarly, if ALV (Thru) is greater than ALV then full dedication to the thru approach is warranted, and left-turn and thru V/C ratios are calculated as follows:

$$V/C\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (excluding shared lane)}}$$

$$V/C\ (Thru) = \frac{\text{Thru Volume}}{\text{Thru Approach Capacity (including shared lane)}}$$

4. Lane Dedication is not Warranted

If ALV (Left) and ALV (Thru) are both less than ALV, the left/thru lane is assumed to be truly shared and each left, left/thru or thru approach lane carries an evenly distributed volume of traffic equal to ALV. A combined left/thru V/C ratio is calculated as follows:

$$V/C\ (Left/Thru) = \frac{\text{Left-Turn Volume + Thru Volume}}{\text{Total Left + Thru Approach Capacity (including shared lane)}}$$

This V/C (Left/Thru) ratio is assigned as the V/C (Thru) ratio for the critical movement analysis and ICU summary listing.

If split phasing has not been designated for this approach, the relative proportion of V/C (Thru) that is attributed to the left-turn volume is estimated as follows:

If approach has more than one left-turn (including shared lane), then:
V/C (Left) = V/C (Thru)

If approach has only one left-turn lane (shared lane), then:

$$V/C\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Single Approach Lane Capacity}}$$

If this left-turn movement is determined to be a critical movement, the V/C (Left) value is posted in brackets on the ICU summary printout.

These same steps are carried out for shared thru/right lanes. If full dedication of a shared thru/right lane to the right-turn movement is warranted, the right-turn V/C value calculated in step three is checked against the RTOR and RTOG capacity availability if the option to include right-turns in the V/C ratio calculations is selected. If the V/C value that is determined using the shared lane methodology described here is reduced due to RTOR and RTOG capacity availability, the V/C value for the thru/right lanes is posted in brackets.

When an approach contains more than one shared lane (e.g., left/thru and thru/right), steps one and two listed above are carried out for the three turn movements combined. Step four is carried out if dedication is not warranted for either of the shared lanes. If dedication of one of the shared lanes is warranted to one movement or another, step three is carried out for the two movements involved, and then steps one through four are repeated for the two movements involved in the other shared lane.

Figure A-1 shows the intersections for which ICU calculations are made, and the actual calculation sheets follow.

Legend

------ Future Roadway

Figure A-1

INTERSECTION LOCATION MAP

EXISTING

1. Victoria & Foothill

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	200	.13*
NBT	1	1600	20	.01	70	.04
NBR	1	1600	200	.13	300	.19
SBL	1	1600	10	.01	10	.01
SBT	1	1600	50	.03*	20	.01*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01*	170	.11
EBT	1	1600	260	.16	400	.25*
EBR	1	1600	230	.14	20	.01
WBL	2	3200	390	.12	250	.08*
WBT	1	1600	520	.33*	310	.19
WBR	d	1600	10	.01	10	.01

TOTAL CAPACITY UTILIZATION **.46** **.47**

2. Victoria & Loma Vista

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	210	.13*
NBT	2	3200	260	.08	470	.15
NBR	d	1600	20	.01	40	.03
SBL	1	1600	20	.01	20	.01
SBT	2	3200	490	.15*	280	.09*
SBR	d	1600	80	.05	20	.01
EBL	0	0	70		20	
EBT	1	1600	30	.23*	30	.21*
EBR	0	0	270		280	
WBL	0	0	60	{.04}*	30	{.02}*
WBT	1	1600	40	.10	30	.05
WBR	0	0	60		20	

TOTAL CAPACITY UTILIZATION **.51** **.45**

3. Victoria & Telegraph

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	640	.20*	1030	.32*
NBT	2	3200	510	.16	780	.24
NBR	1	1600	150	.09	220	.14
SBL	1	1600	140	.09	170	.11
SBT	3	4800	680	.14*	510	.11*
SBR	d	1600	40	.03	30	.02
EBL	1	1600	60	.04	40	.03
EBT	1.5	4800	380	{.16}*	660	{.21}*
EBR	1.5		630		750	
WBL	2	3200	220	.07*	150	.05*
WBT	2	3200	540	.17	400	.13
WBR	d	1600	50	.03	50	.03

TOTAL CAPACITY UTILIZATION **.57** **.69**

4. Victoria & Woodland

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	190	.12*	50	.03
NBT	3	4800	1350	.30	1890	.41*
NBR	0	0	80		60	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	1560	.33*	1430	.30
SBR	0	0	40		10	
EBL	0	0	20		20	
EBT	1	1600	10	.09*	10	.04*
EBR	0	0	120		30	
WBL	1.5		270		100	
WBT	0.5	3200	10	.10*	10	.04*
WBR	0		30		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.50**

5. Victoria & SR 126 SB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1300	.21	1950	.31*
NBR	0	0	50		40	
SBL	0	0	0		0	
SBT	4	6400	2040	.33*	1590	.26
SBR	0	0	80		80	
EBL	1.5		190		260	
EBT	0.5	3200	180	.12*	120	.12*
EBR	1	1600	210	.13	280	.18
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	250	.16	520	.33
Right Turn Adjustment			Multi	.08*	Multi	.35*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.53** **.78**

6. Victoria & Thille

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	60	.04*
NBT	4	6400	1240	.26*	1790	.29
NBR	0	0	480	.30	70	
SBL	1	1600	180	.11*	40	.03
SBT	4	6400	1680	.31	1620	.29*
SBR	0	0	300		240	
EBL	1.5		230		240	
EBT	0.5	3200	30	.08*	10	.08*
EBR	1	1600	120	.08	190	.12
WBL	1	1600	30	.02	140	.09*
WBT	1	1600	10	.02*	40	.08
WBR	0	0	20		80	
Right Turn Adjustment			NBR	.02*	EBR	.01*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.49** **.51**

7. Victoria & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08	330	.10
NBT	4	6400	1320	.25*	1200	.23*
NBR	0	0	260		250	
SBL	2	3200	350	.11*	290	.09*
SBT	4	6400	1340	.21	1300	.20
SBR	1	1600	250	.16	290	.18
EBL	2	3200	280	.09*	390	.12
EBT	3	4800	320	.09	710	.19*
EBR	0	0	120		210	
WBL	2	3200	340	.11	380	.12*
WBT	3	4800	570	.12*	530	.11
WBR	1	1600	160	.10	330	.21

TOTAL CAPACITY UTILIZATION **.57** **.63**

8. Victoria & Ralston

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	220	.14*	320	.20*
NBT	4	6400	1400	.24	1660	.30
NBR	0	0	120		270	
SBL	1	1600	120	.08	220	.14
SBT	4	6400	1550	.26*	1790	.30*
SBR	0	0	100		110	
EBL	1	1600	50	.03	160	.10
EBT	1	1600	90	.06*	230	.14*
EBR	1	1600	260	.16	360	.23
WBL	1	1600	210	.13*	160	.10*
WBT	1	1600	180	.11	110	.07
WBR	1	1600	180	.11	110	.07

TOTAL CAPACITY UTILIZATION **.59** **.74**

10. Victoria & Moon

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	100	.06
NBT	4	6400	1760	.29*	1820	.31*
NBR	0	0	70		160	
SBL	1	1600	70	.04*	170	.11*
SBT	4	6400	1680	.27	1940	.32
SBR	0	0	30		90	
EBL	1	1600	30	.02	80	.05
EBT	1	1600	40	.03*	60	.04*
EBR	1	1600	30	.02	80	.05
WBL	1	1600	220	.14*	110	.07*
WBT	1	1600	50	.03	40	.03
WBR	1	1600	90	.06	80	.05

TOTAL CAPACITY UTILIZATION **.50** **.53**

14. Hill & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		20	
NBT	1	1600	80	.11*	30	.05*
NBR	0	0	40		30	
SBL	1	1600	60	.04*	230	.14*
SBT	1	1600	20	.01	60	.04
SBR	1	1600	100	.06	220	.14
EBL	1	1600	170	.11*	110	.07
EBT	3	4800	430	.10	1090	.24*
EBR	0	0	60		60	
WBL	1	1600	60	.04	30	.02*
WBT	3	4800	1030	.27*	630	.14
WBR	0	0	260		50	

TOTAL CAPACITY UTILIZATION **.53** **.45**

15. Johnson & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	310	.10*	160	.05
NBT	2	3200	170	.08	150	.09*
NBR	0	0	100		210	.13
SBL	1	1600	40	.03	100	.06*
SBT	2	3200	120	.04*	170	.05
SBR	d	1600	40	.03	40	.03
EBL	1	1600	50	.03*	30	.02
EBT	3	4800	240	.07	860	.26*
EBR	0	0	110		370	
WBL	1	1600	200	.13	180	.11*
WBT	3	4800	1160	.25*	480	.11
WBR	0	0	60		50	

TOTAL CAPACITY UTILIZATION **.42** **.52**

18. Seaward & US 101 NB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	510	.16*	360	.11*
NBT	2	3200	910	.28	830	.26
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	660	.21*	900	.28*
SBR	1	1600	210	.13	260	.16
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	320	.10*	480	.15*
WBT	0	0	0		0	
WBR	2	3200	370	.12	410	.13

TOTAL CAPACITY UTILIZATION **.47** **.54**

19. Monmouth/US 101 SB & Harbor

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	50	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		520		800	
SBT	0.5	3200	30	.18*	80	.29*
SBR	0		10		40	
EBL	1	1600	130	.08*	100	.06*
EBT	2	3200	220	.08	350	.12
EBR	0	0	20		30	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	310	.19*	380	.24*
WBR	1	1600	360	.23	340	.21

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.48** **.62**

20. Harbor & Olivas Park

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	60	.04*
NBT	2	3200	900	.28*	690	.22
NBR	1	1600	320	.20	140	.09
SBL	1	1600	90	.06*	60	.04
SBT	2	3200	470	.15	970	.30*
SBR	1	1600	80	.05	100	.06
EBL	1	1600	50	.03*	130	.08
EBT	2	3200	60	.02	120	.04*
EBR	d	1600	30	.02	80	.05
WBL	1	1600	40	.03	260	.16*
WBT	2	3200	50	.02*	110	.03
WBR	f		50		170	

TOTAL CAPACITY UTILIZATION **.39** **.54**

23. Mills & Loma Vista

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		360	{.13}*	230	{.08}*
NBT	0.5	3200	70	.13	20	.08
NBR	1	1600	60	.04	100	.06
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01	10	.01
EBT	2	3200	270	.08*	470	.15*
EBR	d	1600	220	.14	460	.29
WBL	1	1600	120	.08*	100	.06*
WBT	2	3200	330	.10	250	.08
WBR	d	1600	60	.04	20	.01

Right Turn Adjustment EBR .08*

TOTAL CAPACITY UTILIZATION **.33** **.40**

24. Mills & Telegraph

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	240	.15	140	.09*
NBT	1	1600	370	.23*	230	.14
NBR	1	1600	200	.13	340	.21
SBL	1	1600	60	.04*	90	.06
SBT	2	3200	300	.09	430	.13*
SBR	1	1600	20	.01	20	.01
EBL	1	1600	30	.02	30	.02
EBT	2	3200	340	.11*	610	.19*
EBR	1	1600	100	.06	120	.08
WBL	2	3200	210	.07*	230	.07*
WBT	2	3200	400	.14	410	.14
WBR	0	0	60		50	

TOTAL CAPACITY UTILIZATION **.45** **.48**

25. Mills & Maple

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05*
NBT	2	3200	950	.33*	720	.26
NBR	0	0	100		100	
SBL	1	1600	60	.04*	100	.06
SBT	2	3200	590	.20	860	.29*
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	140		200	
WBT	1	1600	20	.10*	20	.14*
WBR	1	1600	50	.03	30	.02

TOTAL CAPACITY UTILIZATION **.47** **.48**

26. Mills & Dean

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	190	.12*
NBT	2	3200	1170	.37*	830	.26
NBR	1	1600	270	.17	320	.20
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	610	.20	900	.29*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	40	.03*
EBR	1	1600	20	.01	200	.13
WBL	2	3200	340	.11*	260	.08*
WBT	1	1600	50	.05	50	.05
WBR	0	0	30		30	
Right Turn Adjustment					EBR	.01*

TOTAL CAPACITY UTILIZATION **.51** **.53**

27. Mills & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30		30	
NBT	1	1600	90	.08*	80	.07*
NBR	1	1600	220	.14	190	.12
SBL	2.5		930	{.22}*	1250	{.29}*
SBT	0.5	4800	80	.22	90	.29
SBR	0		40		30	
EBL	2	3200	80	.03*	100	.03
EBT	4	6400	780	.12	1020	.16*
EBR	1	1600	20	.01	30	.02
WBL	2	3200	160	.05	290	.09*
WBT	3	4800	1020	.21*	1070	.22
WBR	2	3200	1380	.43	1270	.40
Right Turn Adjustment			WBR	.05*		

TOTAL CAPACITY UTILIZATION **.59** **.61**

28. US 101 NB Ramps & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	390	.12*	280	.09*
SBT	0	0	0		0	
SBR	3	4800	1620	.34	1270	.26
EBL	0	0	0		0	
EBT	3	4800	1660	.35*	2170	.45*
EBR	f		270		290	
WBL	2	3200	320	.10*	420	.13*
WBT	3	4800	940	.20	1360	.28
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.03*		

TOTAL CAPACITY UTILIZATION **.60** **.67**

29. SR 126 EB Ramps & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	260	.08	430	.13*
EBT	3	4800	1780	.37*	2210	.46
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1060	.22	1820	.38*
WBR	f		110		330	

TOTAL CAPACITY UTILIZATION **.37** **.51**

30. Callens & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		150	{.05}*	490	{.16}*
NBT	0.5	3200	10	.05	10	.16
NBR	1	1600	70	.04	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	4	6400	1550	.24*	2050	.32*
EBR	d	1600	220	.14	140	.09
WBL	2	3200	110	.03*	160	.05*
WBT	3	4800	1020	.21	1650	.35
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.34** **.55**

31. Donlon & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		120		390	
NBT	0	3200	0	.05*	0	.19*
NBR	0.5		30		220	
SBL	1.5		290		270	
SBT	0.5	3200	150	.14*	110	.12*
SBR	1	1600	180	.11	200	.13
EBL	0	0	0		0	
EBT	4	6400	1380	.22*	2040	.32*
EBR	d	1600	120	.08	130	.08
WBL	2	3200	120	.04*	200	.06*
WBT	3	4800	900	.19	1380	.29
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.45** **.69**

32. Telephone & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	210	.07*	580	.18
NBT	2	3200	150	.05	620	.19*
NBR	1	1600	120	.08	260	.16
SBL	1.5		180	.11	400	{.19}*
SBT	1.5	4800	670	.21*	490	.19
SBR	f		650		840	
EBL	2	3200	400	.13	700	.22
EBT	3	4800	740	.15*	1200	.25*
EBR	f		250		420	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.43** **.63**

33. US 101 NB Ramps & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		570		470	
NBT	0.5	3200	10	.18*	10	.15*
NBR	1	1600	320	.20	420	.26
SBL	1	1600	10	.01*	10	.01*
SBT	0	0	0		0	
SBR	1	1600	10	.01	10	.01
EBL	1	1600	10	.01*	20	.01
EBT	3	4800	600	.13	1600	.33*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	920	.19*	1250	.26
WBR	0	0	10		20	

Right Turn Adjustment NBR .11*
Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .39 .60

34. Portola & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	180	.06*	230	.07*
NBT	1	1600	10	.01	40	.03
NBR	1	1600	10	.01	70	.04
SBL	1	1600	20	.01	30	.02
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	290	.18	180	.11
EBL	1	1600	70	.04*	330	.21*
EBT	3	4800	540	.11	1340	.28
EBR	d	1600	180	.11	250	.16
WBL	1	1600	20	.01	80	.05
WBT	3	4800	620	.13*	730	.16*
WBR	0	0	10		40	

Right Turn Adjustment SBR .14*

TOTAL CAPACITY UTILIZATION .38 .45

35. Saratoga & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	30	.02
NBT	1	1600	10	.08*	20	.07*
NBR	0	0	110		90	
SBL	1	1600	30	.02*	40	.03*
SBT	1	1600	20	.04	30	.03
SBR	0	0	40		20	
EBL	1	1600	10	.01*	40	.03
EBT	3	4800	600	.13	1280	.27*
EBR	d	1600	40	.03	80	.05
WBL	1	1600	50	.03	80	.05*
WBT	2	3200	660	.21*	800	.25
WBR	1	1600	20	.01	50	.03

TOTAL CAPACITY UTILIZATION .32 .42

38. Telephone & Market

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09	110	.07
NBT	3	4800	390	.08*	690	.14*
NBR	d	1600	80	.05	60	.04
SBL	1	1600	220	.14*	170	.11*
SBT	3	4800	260	.05	460	.10
SBR	d	1600	160	.10	150	.09
EBL	1	1600	110	.07	260	.16*
EBT	1	1600	200	.13*	170	.11
EBR	1	1600	80	.05	180	.11
WBL	1	1600	40	.03*	90	.06
WBT	1	1600	80	.05	260	.16*
WBR	1	1600	110	.07	380	.24

TOTAL CAPACITY UTILIZATION .38 .57

42. Telephone & McGrath

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08	90	.06*
NBT	3	4800	470	.10*	630	.13
NBR	d	1600	210	.13	80	.05
SBL	1	1600	90	.06*	70	.04
SBT	2	3200	180	.06	640	.20*
SBR	1	1600	60	.04	40	.03
EBL	1	1600	20	.01	60	.04
EBT	1	1600	60	.04*	30	.02*
EBR	1	1600	70	.04	180	.11
WBL	1	1600	40	.03*	210	.13*
WBT	1	1600	30	.02	110	.07
WBR	1	1600	70	.04	150	.09
Right Turn Adjustment			NBR	.01*	EBR	.04*

TOTAL CAPACITY UTILIZATION **.24** **.45**

45. Catalina & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	1	1600	40	.03*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	200	.06*	60	.02*
SBT	1	1600	10	.04	10	.01
SBR	0	0	50		10	
EBL	0.5		20		20	
EBT	1.5	3200	600	.20*	640	.21*
EBR	0		10		20	
WBL	1	1600	10	.01	20	.01
WBT	2	3200	470	.19*	630	.23*
WBR	0	0	140		100	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.48** **.48**

46. Seaward & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	140	.09*
NBT	1	1600	150	.09	180	.11
NBR	1	1600	250	.16	200	.13
SBL	1	1600	30	.02	50	.03
SBT	1	1600	120	.08*	110	.07*
SBR	1	1600	190	.12	50	.03
EBL	1	1600	120	.08	90	.06
EBT	2	3200	530	.17*	520	.16*
EBR	1	1600	160	.10	120	.08
WBL	0.5		90		150	
WBT	1.5	3200	410	.16*	550	.23*
WBR	0		20		50	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.49** **.55**

47. Main & Loma Vista

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	340	.11*	470	.15*
NBR	f		40		40	
SBL	1	1600	500	.31*	280	.18*
SBT	2	3200	430	.14	540	.18
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	40	{.02}*	100	{.06}*
WBT	1	1600	30	.04	40	.09
WBR	2	3200	290	.09	340	.11

TOTAL CAPACITY UTILIZATION **.48** **.44**

49. Main & Telegraph

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270		520	
NBT	1.5	4800	480	.16*	520	.22*
NBR	f		190		90	
SBL	1.5		170		260	
SBT	1.5	4800	350	.11*	570	.18*
SBR	0		30		40	
EBL	0	0	0		0	
EBT	2	3200	350	.11*	440	.14
EBR	f		510		600	
WBL	0	0	0		0	
WBT	1.5	4800	330	.10	460	.14*
WBR	1.5		150	.09	200	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.38** **.54**

50. Emma & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	70	.04	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	740	.23*	1050	.33*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	70	.04*	90	.06*
WBT	3	4800	860	.18	1220	.25
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.31** **.41**

51. Lemon Grove & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		60	
NBT	1.5	3200	20	.04*	20	.04*
NBR	0		90	.06	60	
SBL	1.5		30		80	
SBT	0.5	3200	10	.01*	10	.03*
SBR	1	1600	70	.04	70	.04
EBL	1	1600	40	.03	60	.04
EBT	2	3200	760	.24*	1000	.31*
EBR	d	1600	50	.03	50	.03
WBL	1	1600	30	.02*	50	.03*
WBT	3	4800	850	.19	1040	.23
WBR	0	0	50		50	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.31** **.41**

53. Kimball & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	270	.08*	550	.17*
SBT	0	0	0		0	
SBR	2	3200	940	.29	540	.17
EBL	2	3200	290	.09*	590	.18*
EBT	3	4800	290	.06	890	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	750	.23*	590	.18*
WBR	1	1600	700	.44	410	.26
Right Turn Adjustment			Multi	.29*		

TOTAL CAPACITY UTILIZATION **.69** **.53**

55. Kimball & SR 126 EB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1360	.28*	800	.17*
NBR	f		130		200	
SBL	1	1600	40	.03*	30	.02*
SBT	3	4800	1200	.25	780	.16
SBR	0	0	0		0	
EBL	2	3200	120	.04*	470	.15*
EBT	0	0	10		0	
EBR	f		230		540	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.35** **.34**

56. Kimball & SR 126 WB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	230	.07
NBT	3	4800	820	.17	840	.18*
NBR	d	1600	70	.04	200	.13
SBL	1	1600	10	.01	10	.01*
SBT	3	4800	680	.14*	540	.11
SBR	d	1600	200	.13	120	.08
EBL	1.5		30		30	
EBT	0.5	3200	10	.01*	10	.01*
EBR	1	1600	400	.25	160	.10
WBL	0	0	160		110	
WBT	1	1600	110	.17*	70	.11*
WBR	1	1600	10	.01	40	.03

Right Turn Adjustment EBR .10* EBR .03*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.34**

58. Kimball & Telegraph

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	150	.05*	150	.05*
NBT	2	3200	110	.03	190	.06
NBR	1	1600	80	.05	180	.11
SBL	1	1600	40	.03	60	.04
SBT	2	3200	170	.05*	150	.05*
SBR	1	1600	20	.01	30	.02
EBL	1	1600	20	.01	20	.01
EBT	2	3200	170	.05*	440	.14*
EBR	1	1600	80	.05	230	.14
WBL	2	3200	200	.06*	160	.05*
WBT	2	3200	290	.09	240	.08
WBR	1	1600	20	.01	30	.02

Right Turn Adjustment NBR .01*

TOTAL CAPACITY UTILIZATION **.21** **.30**

60. Ramelli & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	20	.01*
NBT	0	0	0		0	
NBR	1	1600	200	.13	400	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	0	.00	0	.00
EBT	3	4800	320	.08	1080	.24*
EBR	0	0	40		60	
WBL	1	1600	320	.20	260	.16*
WBT	3	4800	1320	.28*	840	.18
WBR	0	0	0		0	

Right Turn Adjustment NBR .12*

TOTAL CAPACITY UTILIZATION **.29** **.53**

61. Montgomery & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	250	.16*	130	.08*
NBT	1	1600	80	.05	10	.01
NBR	d	1600	20	.01	20	.01
SBL	1	1600	10	.01	10	.01
SBT	1	1600	40	.03*	20	.01*
SBR	1	1600	90	.06	30	.02
EBL	1	1600	20	.01*	50	.03
EBT	2	3200	460	.14	740	.23*
EBR	d	1600	90	.06	140	.09
WBL	1	1600	80	.05	60	.04*
WBT	2	3200	1020	.32*	600	.19
WBR	1	1600	10	.01	10	.01
Right Turn Adjustment			SBR	.02*		

TOTAL CAPACITY UTILIZATION **.54** **.36**

63. Petit & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11	140	.09
NBT	1	1600	40	.14*	50	.19*
NBR	0	0	180		260	
SBL	1	1600	40	.03*	30	.02*
SBT	1	1600	60	.04	50	.03
SBR	1	1600	110	.07	70	.04
EBL	1	1600	80	.05*	80	.05
EBT	2	3200	300	.09	680	.21*
EBR	d	1600	90	.06	210	.13
WBL	1	1600	140	.09	250	.16*
WBT	2	3200	660	.21*	510	.16
WBR	d	1600	20	.01	60	.04

TOTAL CAPACITY UTILIZATION **.43** **.58**

65. Sanjon & Thompson

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	340	.11*
NBT	0	0	0		0	
NBR	1	1600	130	.08	190	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	380	.17*	570	.23*
EBR	0	0	170		170	
WBL	1	1600	120	.08*	100	.06*
WBT	2	3200	500	.16	580	.18
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.35** **.40**

68. Seaward & Thompson

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06	180	.11*
NBT	2	3200	470	.15*	410	.13
NBR	d	1600	240	.15	260	.16
SBL	1	1600	70	.04*	70	.04
SBT	2	3200	320	.10	350	.11*
SBR	d	1600	40	.03	60	.04
EBL	1	1600	30	.02	60	.04
EBT	2	3200	510	.18*	640	.24*
EBR	0	0	80		120	
WBL	2	3200	170	.05*	280	.09*
WBT	2	3200	430	.13	580	.18
WBR	1	1600	50	.03	70	.04

TOTAL CAPACITY UTILIZATION **.42** **.55**

71. Sanjon & Harbor

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	170	.11*	280	.18*
SBT	0	0	0		0	
SBR	1	1600	70	.04	100	.06
EBL	1	1600	40	.03*	110	.07*
EBT	1	1600	110	.07	460	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	210	.13*	450	.28*
WBR	1	1600	420	.26	160	.10
Right Turn Adjustment			WBR	.05*		

TOTAL CAPACITY UTILIZATION **.32** **.53**

75. Ashwood & Telegraph

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	40	.03
NBT	1	1600	50	.03*	70	.04*
NBR	d	1600	40	.03	60	.04
SBL	1	1600	70	.04*	160	.10*
SBT	1	1600	40	.03	60	.04
SBR	1	1600	90	.06	110	.07
EBL	1	1600	90	.06*	140	.09
EBT	2	3200	500	.16	780	.24*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	70	.04*
WBT	2	3200	500	.16*	560	.18
WBR	d	1600	90	.06	80	.05

TOTAL CAPACITY UTILIZATION **.29** **.42**

77. Day & Telegraph

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	190	.06*	280	.09*
SBT	0	0	0		0	
SBR	1	1600	100	.06	100	.06
EBL	1	1600	100	.06*	60	.04*
EBT	2	3200	500	.16	870	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	880	.28*	780	.24*
WBR	d	1600	310	.19	220	.14

TOTAL CAPACITY UTILIZATION **.40** **.37**

85. Victoria & Olivas Park

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	480	.30	380	.24*
NBT	2	3200	1650	.52*	1270	.40
NBR	1	1600	360	.23	300	.19
SBL	1	1600	260	.16*	120	.08
SBT	2	3200	840	.26	1230	.38*
SBR	f		40		60	
EBL	1	1600	60	.04	100	.06
EBT	2	3200	90	.03*	100	.03*
EBR	f		90		700	
WBL	1	1600	100	.06*	230	.14*
WBT	1	1600	30	.02	110	.07
WBR	f		50		160	

TOTAL CAPACITY UTILIZATION **.77** **.79**

86. Telephone & Olivas Park

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	0	0	190	{.12}*	620	{.39}*
SBT	1	1600	10	.13	10	.39
SBR	d	1600	140	.09	380	.24
EBL	1	1600	360	.23*	260	.16*
EBT	1	1600	110	.07	170	.11
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	130	.08*	140	.09*
WBR	1	1600	400	.25	400	.25
Right Turn Adjustment			WBR	.08*		

TOTAL CAPACITY UTILIZATION **.53** **.66**

91. Johnson & Ralston

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	140	.09*
NBT	1	1600	360	.23	420	.26
NBR	d	1600	30	.02	70	.04
SBL	1	1600	40	.03	50	.03
SBT	1	1600	460	.29*	560	.35*
SBR	d	1600	80	.05	50	.03
EBL	1	1600	40	.03*	90	.06
EBT	1	1600	90	.06	220	.14*
EBR	d	1600	100	.06	190	.12
WBL	1	1600	60	.04	60	.04*
WBT	1	1600	200	.13*	110	.07
WBR	d	1600	80	.05	50	.03

TOTAL CAPACITY UTILIZATION **.53** **.62**

92. Johnson & Bristol

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	90	.06*
NBT	1	1600	420	.26	580	.36
NBR	f		190		870	
SBL	1	1600	10	.01	20	.01
SBT	1	1600	610	.39*	740	.48*
SBR	0	0	20		20	
EBL	1	1600	10	.01	20	.01
EBT	1	1600	20	.01*	200	.13*
EBR	1	1600	120	.08	160	.10
WBL	2	3200	870	.27*	400	.13*
WBT	1	1600	160	.10	120	.08
WBR	d	1600	40	.03	30	.02
Right Turn Adjustment			EBR	.05*		

TOTAL CAPACITY UTILIZATION **.74** **.80**

94. Johnson & North Bank

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03*	90	.06*
NBT	3	4800	140	.03	370	.08
NBR	d	1600	10	.01	60	.04
SBL	1	1600	0	.00	30	.02
SBT	2	3200	1190	.37*	1000	.31*
SBR	1	1600	220	.14	180	.11
EBL	2.5		400	.08*	1380	.29*
EBT	1.5	6400	40	.03	170	.11
EBR	1	1600	310	.19	250	.16
WBL	1.5		90	.03	110	
WBT	1.5	4800	30	.02*	70	.04*
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment			EBR	.10*		

TOTAL CAPACITY UTILIZATION **.60** **.70**

95. Bristol & Ramelli

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01*
NBT	1	1600	30	.03*	10	.01
NBR	0	0	10		10	
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	10	.01	20	.01*
SBR	1	1600	290	.18	150	.09
EBL	1	1600	50	.03*	140	.09*
EBT	2	3200	140	.05	450	.14
EBR	0	0	10		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	650	.22*	260	.09*
WBR	0	0	40		30	
Right Turn Adjustment			SBR	.13*	SBR	.01*

TOTAL CAPACITY UTILIZATION **.42** **.21**

96. Montgomery & North Bank

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	40	.03*	110	.07*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	280	.18	130	.08
EBL	1	1600	60	.04*	130	.08*
EBT	2	3200	90	.03	310	.10
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	310	.19*	190	.12*
WBR	d	1600	180	.11	80	.05
Right Turn Adjustment			SBR	.10*		

TOTAL CAPACITY UTILIZATION **.39** **.29**

100. Saticoy & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10	80	.05*
NBT	1	1600	190	.12*	90	.06
NBR	1	1600	170	.11	120	.08
SBL	1	1600	180	.11*	70	.04
SBT	1	1600	90	.06	110	.07*
SBR	1	1600	180	.11	160	.10
EBL	1	1600	120	.08*	150	.09
EBT	2	3200	280	.09	570	.18*
EBR	1	1600	80	.05	150	.09
WBL	1	1600	100	.06	180	.11*
WBT	2	3200	270	.12*	550	.19
WBR	0	0	110		60	

TOTAL CAPACITY UTILIZATION **.43** **.41**

101. Saticoy & Telegraph

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	140		50	
NBT	1	1600	80	.16*	40	.08*
NBR	0	0	40		30	
SBL	0	0	10		10	
SBT	1	1600	60	.08*	40	.04*
SBR	0	0	50		20	
EBL	1	1600	20	.01	20	.01
EBT	1	1600	220	.19*	340	.28*
EBR	0	0	90		110	
WBL	1	1600	50	.03*	30	.02*
WBT	1	1600	220	.14	250	.16
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.46** **.42**

102. Wells & Telegraph

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	230	.14*
NBT	1	1600	110	.07	220	.14
NBR	1	1600	60	.04	170	.11
SBL	1	1600	10	.01	20	.01
SBT	1	1600	250	.16*	160	.10*
SBR	1	1600	40	.03	20	.01
EBL	1	1600	20	.01	40	.03
EBT	1	1600	70	.18*	140	.20*
EBR	0	0	220		180	
WBL	1	1600	170	.11*	120	.08*
WBT	1	1600	140	.11	120	.09
WBR	0	0	30		20	

TOTAL CAPACITY UTILIZATION **.54** **.52**

104. Wells & SR 126 EB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	600	.19	970	.30
NBR	f		550		1050	
SBL	0	0	0		0	
SBT	2	3200	1890	.59*	1270	.40*
SBR	f		80		60	
EBL	1	1600	80	.05*	190	.12*
EBT	0	0	0		0	
EBR	1	1600	220	.14	360	.23
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.09*	EBR	.11*

TOTAL CAPACITY UTILIZATION **.73** **.63**

105. Wells & Darling

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03*	40	.03
NBT	2	3200	950	.30	1980	.62*
NBR	d	1600	0	.00	30	.02
SBL	1	1600	50	.03	90	.06*
SBT	2	3200	1750	.55*	1400	.44
SBR	d	1600	50	.03	40	.03
EBL	0	0	100		60	
EBT	1	1600	20	.13*	20	.08*
EBR	0	0	80		40	
WBL	1	1600	20	.01*	30	.02*
WBT	1	1600	20	.03	20	.04
WBR	0	0	30		40	

TOTAL CAPACITY UTILIZATION **.72** **.78**

106. Wells & Telephone

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08*	570	.18
NBT	2	3200	940	.30	1950	.63*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	2	3200	1790	.56*	1330	.42
SBR	1	1600	120	.08	310	.19
EBL	1.5		120		180	
EBT	0.5	3200	0	.04*	0	.06*
EBR	2	3200	590	.18	450	.14
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.08*		
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.78** **.72**

114. California & Thompson

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		460		420	
NBT	0.5	3200	330	.25*	220	.20*
NBR	1	1600	200	.13	160	.10
SBL	1.5		90		140	
SBT	1.5	4800	50	.04*	160	.07*
SBR	0		40		30	
EBL	1	1600	20	.01	30	.02
EBT	2	3200	640	.22*	730	.25*
EBR	0	0	50		80	
WBL	1	1600	20	.01*	30	.02*
WBT	2	3200	350	.12	400	.14
WBR	0	0	30		50	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.52** **.54**

115. Chestnut & Thompson

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	30	.02	80	.05
SBT	1	1600	210	.14*	310	.22*
SBR	0	0	10		40	
EBL	1	1600	80	.05	80	.05
EBT	2	3200	470	.15*	510	.16*
EBR	f		340		470	
WBL	1	1600	190	.12*	170	.11*
WBT	2	3200	420	.14	470	.16
WBR	0	0	40		50	

TOTAL CAPACITY UTILIZATION **.42** **.50**

120. Ventura & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	60	.04
NBT	1	1600	280	.18*	560	.35*
NBR	1	1600	10	.01	40	.03
SBL	1	1600	100	.06*	120	.08*
SBT	1	1600	340	.21	340	.21
SBR	1	1600	60	.04	40	.03
EBL	1	1600	30	.02*	140	.09*
EBT	1	1600	140	.09	210	.13
EBR	d	1600	30	.02	30	.02
WBL	1	1600	10	.01	20	.01
WBT	1	1600	140	.09*	130	.08*
WBR	1	1600	150	.09	150	.09

TOTAL CAPACITY UTILIZATION **.35** **.60**

132. Ventura & Stanley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13*	200	.13*
NBT	1	1600	240	.15	390	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	420	.26*	330	.21*
SBR	1	1600	370	.23	240	.15
EBL	1	1600	250	.16*	430	.27*
EBT	0	0	0		0	
EBR	1	1600	160	.10	200	.13
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.55** **.61**

136. US 101 SB Ramps & Valentine

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		290	.09*	410	.13*
SBT	0	4800	0		0	
SBR	1.5		50		20	
EBL	1	1600	60	.04*	350	.22*
EBT	2	3200	140	.04	650	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	860	.27*	300	.09*
WBR	f		790		920	

TOTAL CAPACITY UTILIZATION **.40** **.44**

138. Johnson & US 101 SB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.07*	410	.26*
NBT	1	1600	110	.07	350	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	460	.29*	230	.14*
SBR	f		1130		1130	
EBL	1	1600	90	.06*	170	.11*
EBT	0	0	0		0	
EBR	1	1600	110	.07	80	.05
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.42** **.51**

160. Victoria & US 101 NB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	440	.14*	410	.13*
NBT	3	4800	1270	.26	1490	.31
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2090	.33*	1940	.30*
SBR	1	1600	200	.13	440	.28
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		500		370	
WBT	0	6400	0	{.19}*	0	{.17}*
WBR	2.5		940		880	

TOTAL CAPACITY UTILIZATION **.66** **.60**

161. Victoria & Valentine

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	150	.05*	150	.05*
NBT	3	4800	1440	.30	1470	.32
NBR	0	0	20		50	
SBL	1	1600	30	.02	50	.03
SBT	2	3200	940	.29*	1110	.35*
SBR	f		1620		1150	
EBL	2.5		300		680	
EBT	0.5	4800	40	.07*	30	.15*
EBR	1	1600	140	.09	350	.22
WBL	0	0	10		20	
WBT	1	1600	10	.01*	30	.03*
WBR	1	1600	80	.05	100	.06

Right Turn Adjustment WBR .01* EBR .03*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.43** **.61**

162. California & Harbor

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	80	.05*	240	.15*
SBT	0	0	0		0	
SBR	1	1600	50	.03	60	.04
EBL	1	1600	10	.01	60	.04
EBT	1	1600	170	.11*	220	.14*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	120	.05	160	.07
WBR	0	0	40		60	

TOTAL CAPACITY UTILIZATION **.16** **.29**

163. Santa Clara & Main

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	190	.06	190	.06
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	270	.09*	400	.13*
EBR	0	0	10		10	
WBL	1	1600	140	.09*	90	.06*
WBT	2	3200	350	.12	400	.13
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.23** **.23**

164. Seaward & Poli

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	150		120	
NBT	1	1600	0	.17*	0	.18*
NBR	0	0	120		160	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	140	.09*	320	.20*
EBR	d	1600	70	.04	100	.06
WBL	1	1600	210	.13*	90	.06*
WBT	1	1600	190	.12	250	.16
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.39** **.44**

165. Seaward & Harbor

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	60	.04
NBT	2	3200	350	.12*	320	.12*
NBR	0	0	20		50	
SBL	2	3200	380	.12*	580	.18*
SBT	2	3200	200	.06	360	.11
SBR	1	1600	360	.23	450	.28
EBL	2	3200	380	.12*	370	.12
EBT	2	3200	360	.12	850	.28*
EBR	0	0	20		50	
WBL	1	1600	10	.01	20	.01*
WBT	2	3200	220	.07*	260	.08
WBR	2	3200	950	.30	810	.25
Right Turn Adjustment			WBR	.14*		

TOTAL CAPACITY UTILIZATION **.57** **.59**

166. College & Telegraph

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.07*	0	.06*
NBR	0	0	70		70	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	570	.20*	870	.29*
EBR	0	0	60		70	
WBL	1	1600	100	.06*	50	.03*
WBT	2	3200	600	.19	660	.21
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.33** **.38**

168. Day & Foothill

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13*	230	.14*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	250	.16
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	440	.40*	440	.41*
EBR	0	0	200		220	
WBL	1	1600	230	.14*	210	.13*
WBT	1	1600	400	.31	400	.28
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.71** **.72**

169. Kimball & Foothill

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	310	.19*	130	.08*
NBT	0	0	0		0	
NBR	1	1600	30	.02	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	180	.24*	300	.31*
EBR	0	0	210		190	
WBL	1	1600	50	.03*	20	.01*
WBT	1	1600	410	.26	170	.11
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.46** **.40**

170. Petit & Foothill

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		10	{.01}*
NBT	1	1600	0	.04*	0	.01
NBR	0	0	10		10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	160	.10	160	.10*
EBR	1	1600	20	.01	20	.01
WBL	0	0	10		10	{.01}*
WBT	1	1600	340	.22*	150	.10
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.26** **.12**

171. Saticoy & Foothill

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	130		50	
NBT	1	1600	0	.09*	0	.04*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	140	.12	200	.18*
EBR	0	0	50		80	
WBL	0	0	20		20	{.01}*
WBT	1	1600	260	.18*	140	.10
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.27** **.23**

172. Wells & Foothill

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.07*	100	.06*
NBT	0	0	10		10	
NBR	1	1600	40	.03	50	.03
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	50	.04	90	.06*
EBR	1	1600	100	.06	110	.07
WBL	0	0	60		30	{.02}*
WBT	1	1600	120	.12*	40	.05
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.22** **.16**

173. Victoria & SR 126 WB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1190	.28	1880	.46*
NBR	0	0	170		330	
SBL	0	0	0		0	
SBT	3	4800	1760	.40*	1340	.30
SBR	0	0	150		110	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	360	.23	330	.21
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	180	.11	100	.06
Right Turn Adjustment			Multi	.25*	Multi	.15*

TOTAL CAPACITY UTILIZATION **.65** **.61**

174. Petit & Telegraph

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	40	.03*
NBT	1	1600	20	.01	10	.01
NBR	1	1600	10	.01	20	.01
SBL	1	1600	20	.01	20	.01
SBT	1	1600	10	.03*	20	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	300	.09	460	.14
EBR	1	1600	50	.03	90	.06
WBL	1	1600	10	.01	10	.01
WBT	1	1600	420	.26*	270	.17*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.34** **.24**

175. Ventura & Northbank

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	60		60	
SBT	1	1600	0	.07*	0	.11*
SBR	0	0	50		110	
EBL	1	1600	160	.10	300	.19
EBT	1	1600	710	.44*	1770	1.11*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	270	.17	310	.19
WBR	1	1600	40	.03	40	.03

TOTAL CAPACITY UTILIZATION **.51** **1.22**

176. Saticoy & Darling

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	{.01}*
NBT	1	1600	160	.11*	140	.09
NBR	1	1600	90	.06	30	.02
SBL	0	0	50	{.03}*	10	
SBT	1	1600	160	.13	160	.11*
SBR	1	1600	50	.03	80	.05
EBL	0	0	70		50	
EBT	1	1600	90	.13*	60	.09*
EBR	0	0	40		40	
WBL	0	0	60	{.04}*	40	{.02}*
WBT	1	1600	40	.08	70	.08
WBR	0	0	20		10	

TOTAL CAPACITY UTILIZATION **.31** **.23**

177. Wells & SR 126 WB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	440	.14	860	.27*
NBR	f		240		300	
SBL	0	0	0		0	
SBT	2	3200	760	.24*	560	.18
SBR	f		250		120	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1210		770	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	130	.08	100	.06
Right Turn Adjustment					WBR	.06*

TOTAL CAPACITY UTILIZATION **.24** **.33**

178. SR-33 Ramps & Stanley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	500	.31	640	.40
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	230	.14	150	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	460	.29*	600	.38*
WBR	f		150		120	
Right Turn Adjustment			NBR	.20*	NBR	.18*

TOTAL CAPACITY UTILIZATION **.49** **.56**

179. SR-33 Ramps & Shell

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	430		520	
SBT	1	1600	0	.28*	0	.33*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	140	.09	80	.06
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	610	.42*	480	.36*
WBR	0	0	60		100	

TOTAL CAPACITY UTILIZATION **.71** **.70**

180. Estates & Telegraph

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	50	.03
NBT	1	1600	10	.04	10	.07*
NBR	0	0	60		100	
SBL	0	0	10		10	{.01}*
SBT	1	1600	10	.02*	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	550	.17*	790	.25*
EBR	d	1600	50	.03	50	.03
WBL	1	1600	40	.03*	90	.06*
WBT	2	3200	600	.19	790	.25
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.26** **.39**

181. Ventura & Ramona

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	1	1600	310	.21	570	.37*
NBR	0	0	20		20	
SBL	1	1600	60	.04	50	.03*
SBT	1	1600	410	.26*	460	.30
SBR	0	0	10		20	
EBL	0	0	10	{.01}*	30	{.02}*
EBT	1	1600	10	.02	10	.04
EBR	0	0	10		20	
WBL	0	0	10		20	
WBT	1	1600	10	.02*	10	.03*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.31** **.45**

182. Olive & Main St

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	520	.33*	320	.20*
SBT	1	1600	20	.04	30	.05
SBR	0	0	50		50	
EBL	0	0	50	{.03}*	200	
EBT	1	1600	70	.08	200	.25*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	150	.10*	110	.08
WBR	1	1600	210	.13	340	.21

TOTAL CAPACITY UTILIZATION **.47** **.47**

SCENARIO 1

1. Victoria & Foothill

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	250	.16*
NBT	1	1600	10	.01	80	.05
NBR	1	1600	190	.12	330	.21
SBL	1	1600	10	.01	10	.01
SBT	1	1600	60	.04*	20	.01*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01*	180	.11
EBT	1	1600	300	.19	460	.29*
EBR	1	1600	220	.14	30	.02
WBL	2	3200	450	.14	260	.08*
WBT	1	1600	570	.36*	330	.21
WBR	d	1600	10	.01	20	.01

TOTAL CAPACITY UTILIZATION **.50** **.54**

2. Victoria & Loma Vista

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	260	.16*
NBT	2	3200	270	.08	550	.17
NBR	d	1600	10	.01	40	.03
SBL	1	1600	20	.01	20	.01
SBT	2	3200	530	.17*	300	.09*
SBR	d	1600	100	.06	20	.01
EBL	0	0	70		30	
EBT	1	1600	30	.23*	30	.24*
EBR	0	0	270		320	
WBL	0	0	60	{.04}*	30	{.02}*
WBT	1	1600	40	.10	30	.05
WBR	0	0	60		20	

TOTAL CAPACITY UTILIZATION **.55** **.51**

3. Victoria & Telegraph

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21*	1160	.36*
NBT	2	3200	540	.17	900	.28
NBR	1	1600	140	.09	200	.13
SBL	1	1600	160	.10	200	.13
SBT	3	4800	710	.15*	550	.11*
SBR	d	1600	40	.03	20	.01
EBL	1	1600	60	.04	40	.03
EBT	1.5	4800	360	{.16}*	740	{.23}*
EBR	1.5		680		780	{.22}
WBL	2	3200	330	.10*	210	.07*
WBT	2	3200	580	.18	340	.11
WBR	d	1600	60	.04	60	.04

TOTAL CAPACITY UTILIZATION **.62** **.77**

4. Victoria & Woodland

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	220	.14*	60	.04
NBT	3	4800	1410	.31	2110	.47*
NBR	0	0	80		130	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	1780	.38*	1580	.33
SBR	0	0	30		10	
EBL	0	0	10		20	
EBT	1	1600	10	.10*	10	.04*
EBR	0	0	140		30	
WBL	1.5		260		100	
WBT	0.5	3200	10	.09*	10	.04*
WBR	0		20		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.56**

5. Victoria & SR 126 SB Ramps

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1370	.22	2610	.41*
NBR	0	0	50		40	
SBL	0	0	0		0	
SBT	4	6400	2540	.41*	1840	.30
SBR	0	0	70		90	
EBL	1.5		240		160	
EBT	0.5	3200	190	.13*	130	.09*
EBR	1	1600	220	.14	240	.15
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	250	.16	550	.34
Right Turn Adjustment			Multi	.03*	WBR	.34*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.57** **.84**

6. Victoria & Thille

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	60	.04
NBT	4	6400	1300	.27	2460	.39*
NBR	0	0	460	.29	50	
SBL	1	1600	170	.11	40	.03*
SBT	4	6400	2140	.39*	1840	.32
SBR	0	0	370		230	
EBL	1.5		240		290	
EBT	0.5	3200	30	.08*	10	.09*
EBR	1	1600	120	.08	190	.12
WBL	1	1600	30	.02	120	.08
WBT	1	1600	10	.02*	60	.09*
WBR	0	0	20		80	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.52** **.60**

7. Victoria & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	310	.10*	330	.10
NBT	4	6400	1300	.25	1580	.27*
NBR	0	0	270		130	
SBL	2	3200	340	.11	350	.11*
SBT	4	6400	1780	.28*	1360	.21
SBR	1	1600	300	.19	370	.23
EBL	2	3200	320	.10*	680	.21*
EBT	3	4800	330	.08	840	.20
EBR	0	0	60		120	
WBL	2	3200	220	.07	310	.10
WBT	3	4800	700	.15*	610	.13*
WBR	1	1600	170	.11	320	.20

TOTAL CAPACITY UTILIZATION **.63** **.72**

8. Victoria & Ralston

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	250	.16*	400	.25*
NBT	4	6400	1450	.24	1890	.33
NBR	0	0	70		220	
SBL	1	1600	100	.06	210	.13
SBT	4	6400	1820	.30*	1810	.30*
SBR	0	0	110		110	
EBL	1	1600	40	.03	120	.08
EBT	1	1600	110	.07*	230	.14*
EBR	1	1600	230	.14	320	.20
WBL	1	1600	250	.16*	130	.08*
WBT	1	1600	230	.14	130	.08
WBR	1	1600	190	.12	120	.08

TOTAL CAPACITY UTILIZATION **.69** **.77**

10. Victoria & Moon

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	190	.12
NBT	4	6400	1820	.30	2170	.39*
NBR	0	0	120		330	
SBL	1	1600	40	.03	120	.08*
SBT	4	6400	1950	.31*	1870	.33
SBR	0	0	20		260	
EBL	1	1600	30	.02	70	.04
EBT	1	1600	70	.04*	90	.06*
EBR	1	1600	30	.02	180	.11
WBL	1	1600	280	.18*	150	.09*
WBT	1	1600	120	.08	50	.03
WBR	1	1600	70	.04	50	.03

TOTAL CAPACITY UTILIZATION **.56** **.62**

14. Hill & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		30	
NBT	1	1600	100	.10*	60	.14*
NBR	0	0	10		140	
SBL	1	1600	50	.03*	250	.16*
SBT	1	1600	30	.02	60	.04
SBR	1	1600	60	.04	240	.15
EBL	1	1600	170	.11*	100	.06
EBT	3	4800	480	.11	1160	.28*
EBR	0	0	60		180	
WBL	1	1600	190	.12	30	.02*
WBT	3	4800	1090	.29*	700	.16
WBR	0	0	280		60	

TOTAL CAPACITY UTILIZATION **.53** **.60**

15. Johnson & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	330	.10*	190	.06
NBT	2	3200	170	.11	230	.14*
NBR	0	0	170		410	.26
SBL	1	1600	30	.02	100	.06*
SBT	2	3200	180	.06*	200	.06
SBR	d	1600	40	.03	40	.03
EBL	1	1600	50	.03*	30	.02
EBT	3	4800	200	.06	1020	.31*
EBR	0	0	170	.11	450	
WBL	1	1600	400	.25	360	.23*
WBT	3	4800	1370	.30*	530	.12
WBR	0	0	60		40	

TOTAL CAPACITY UTILIZATION **.49** **.74**

18. Seaward & US 101 NB Ramps

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	510	.16*	570	.18*
NBT	2	3200	920	.29	950	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	760	.24*	1050	.33*
SBR	1	1600	230	.14	260	.16
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	390	.12*	360	.11*
WBT	0	0	0		0	
WBR	2	3200	410	.13	450	.14

TOTAL CAPACITY UTILIZATION **.52** **.62**

19. Monmouth/US 101 SB & Harbor

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	30	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		640		940	
SBT	0.5	3200	30	.21*	70	.33*
SBR	0		10		40	
EBL	1	1600	150	.09*	140	.09*
EBT	2	3200	360	.12	410	.14
EBR	0	0	20		30	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	370	.23*	560	.35*
WBR	1	1600	310	.19	330	.21

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.80**

20. Harbor & Olivas Park

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	130	.08*
NBT	2	3200	920	.29*	1100	.34
NBR	1	1600	380	.24	190	.12
SBL	2	3200	170	.05*	160	.05
SBT	2	3200	710	.22	1180	.37*
SBR	1	1600	140	.09	120	.08
EBL	1	1600	70	.04*	170	.11
EBT	2	3200	140	.04	200	.06*
EBR	d	1600	70	.04	130	.08
WBL	1	1600	50	.03	400	.25*
WBT	2	3200	110	.03*	150	.05
WBR	f		50		370	

TOTAL CAPACITY UTILIZATION **.41** **.76**

23. Mills & Loma Vista

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380	{.14}*	290	{.10}*
NBT	0.5	3200	70	.14	20	.10
NBR	1	1600	30	.02	50	.03
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01*	10	.01
EBT	2	3200	330	.10	670	.21*
EBR	d	1600	320	.20	530	.33
WBL	1	1600	60	.04	60	.04*
WBT	2	3200	450	.14*	370	.12
WBR	d	1600	60	.04	20	.01

Right Turn Adjustment EBR .04*

TOTAL CAPACITY UTILIZATION **.33** **.42**

24. Mills & Telegraph

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	170	.11*
NBT	1	1600	430	.27*	240	.15
NBR	1	1600	200	.13	350	.22
SBL	1	1600	60	.04*	140	.09
SBT	2	3200	370	.12	480	.15*
SBR	1	1600	10	.01	20	.01
EBL	1	1600	20	.01	20	.01
EBT	2	3200	350	.11*	600	.19*
EBR	1	1600	80	.05	160	.10
WBL	2	3200	260	.08*	220	.07*
WBT	2	3200	430	.16	480	.17
WBR	0	0	80		70	

TOTAL CAPACITY UTILIZATION **.50** **.52**

25. Mills & Maple

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05*
NBT	2	3200	1000	.34*	810	.29
NBR	0	0	100		110	
SBL	1	1600	60	.04*	110	.07
SBT	2	3200	720	.24	950	.32*
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	220		220	
WBT	1	1600	20	.15*	20	.15*
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.53** **.52**

26. Mills & Dean

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	150	.09*
NBT	2	3200	1220	.38*	910	.28
NBR	1	1600	270	.17	380	.24
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	810	.26	1000	.32*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	30	.02*
EBR	1	1600	20	.01	180	.11
WBL	2	3200	410	.13*	250	.08*
WBT	1	1600	50	.05	50	.06
WBR	0	0	30		40	
Right Turn Adjustment					EBR	.02*

TOTAL CAPACITY UTILIZATION **.54** **.53**

27. Mills & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30		30	
NBT	1	1600	70	.06*	80	.07*
NBR	1	1600	340	.21	230	.14
SBL	2.5		1200		1340	
SBT	0.5	4800	80	.28*	90	.30*
SBR	0		40		20	
EBL	2	3200	100	.03*	100	.03*
EBT	4	6400	1070	.17	1240	.19
EBR	1	1600	20	.01	30	.02
WBL	2	3200	170	.05	370	.12
WBT	3	4800	1180	.25*	1560	.33*
WBR	2	3200	1430	.45	1400	.44
Right Turn Adjustment			NBR	.07*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.73**

28. US 101 NB Ramps & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	580	.18*	320	.10*
SBT	0	0	0		0	
SBR	3	4800	1740	.36	1470	.31
EBL	0	0	0		0	
EBT	3	4800	2290	.48*	2670	.56*
EBR	f		320		160	
WBL	2	3200	380	.12*	540	.17*
WBT	3	4800	1050	.22	1850	.39
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.78** **.83**

29. SR 126 EB Ramps & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	270	.08	460	.14*
EBT	3	4800	2550	.53*	2800	.58
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1240	.26	2440	.51*
WBR	f		130		310	

TOTAL CAPACITY UTILIZATION **.53** **.65**

30. Callens & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180	{.06}*	640	{.20}*
NBT	0.5	3200	10	.06	10	.20
NBR	1	1600	40	.03	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	4	6400	2260	.35*	2530	.40*
EBR	d	1600	290	.18	240	.15
WBL	2	3200	90	.03*	180	.06*
WBT	3	4800	1200	.25	2090	.44
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.46** **.68**

31. Donlon & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		160		580	
NBT	0	3200	0	.06*	0	.24*
NBR	0.5		30		180	
SBL	1.5		370		340	
SBT	0.5	3200	140	.16*	80	.13*
SBR	1	1600	180	.11	210	.13
EBL	0	0	0		0	
EBT	4	6400	1960	.31*	2490	.39*
EBR	d	1600	210	.13	220	.14
WBL	2	3200	110	.03*	250	.08*
WBT	3	4800	1060	.22	1630	.34
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.84**

32. Telephone & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	260	.08	710	.22
NBT	2	3200	240	.08*	1000	.31*
NBR	1	1600	80	.05	280	.18
SBL	1.5		250	.16	470	
SBT	1.5	4800	970	.30*	680	.24*
SBR	f		740		990	
EBL	2	3200	460	.14	760	.24
EBT	3	4800	1100	.23*	1500	.31*
EBR	f		390		450	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.86**

33. US 101 NB Ramps & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		660		520	
NBT	0.5	3200	30	.22*	70	.18*
NBR	1	1600	270	.17	400	.25
SBL	0.5		40		10	
SBT	0	3200	0	.12*	0	{.01}*
SBR	1.5		340		230	
EBL	1	1600	20	.01*	280	.18*
EBT	3	4800	710	.15	1860	.39
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	980	.21*	1390	.29*
WBR	0	0	10		20	
Right Turn Adjustment					NBR	.01*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.67**

34. Portola & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08*	310	.10*
NBT	1	1600	10	.01	40	.03
NBR	1	1600	10	.01	70	.04
SBL	1	1600	30	.02	30	.02
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	140	.09	70	.04
EBL	1	1600	40	.03*	170	.11
EBT	3	4800	610	.13	1660	.35*
EBR	d	1600	200	.13	290	.18
WBL	1	1600	20	.01	70	.04*
WBT	3	4800	820	.18*	890	.19
WBR	0	0	20		40	
Right Turn Adjustment				SBR	.06*	

TOTAL CAPACITY UTILIZATION **.36** **.50**

35. Saratoga & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	20	.01
NBT	1	1600	10	.08*	60	.15*
NBR	0	0	110		180	
SBL	1	1600	30	.02*	40	.03*
SBT	1	1600	30	.02	30	.02
SBR	1	1600	20	.01	20	.01
EBL	1	1600	10	.01*	10	.01
EBT	3	4800	590	.12	1540	.32*
EBR	d	1600	80	.05	160	.10
WBL	1	1600	50	.03	90	.06*
WBT	3	4800	890	.19*	950	.21
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION **.30** **.56**

38. Telephone & Market

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09	210	.13
NBT	3	4800	530	.11*	870	.18*
NBR	d	1600	90	.06	100	.06
SBL	1	1600	460	.29*	160	.10*
SBT	3	4800	270	.06	680	.14
SBR	d	1600	170	.11	160	.10
EBL	1	1600	60	.04	220	.14*
EBT	1	1600	270	.17*	240	.15
EBR	1	1600	150	.09	310	.19
WBL	1	1600	50	.03*	160	.10
WBT	1	1600	130	.08	360	.23*
WBR	1	1600	120	.08	600	.38
Right Turn Adjustment					WBR	.07*

TOTAL CAPACITY UTILIZATION **.60** **.72**

42. Telephone & McGrath

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	230	.14*
NBT	3	4800	660	.14	940	.20
NBR	d	1600	280	.18	100	.06
SBL	1	1600	60	.04	70	.04
SBT	2	3200	310	.10*	1060	.33*
SBR	1	1600	60	.04	40	.03
EBL	1	1600	20	.01	70	.04
EBT	1	1600	70	.04*	30	.02*
EBR	1	1600	120	.08	330	.21
WBL	1	1600	60	.04*	280	.18*
WBT	1	1600	30	.02	90	.06
WBR	1	1600	60	.04	160	.10
Right Turn Adjustment					EBR	.08*

TOTAL CAPACITY UTILIZATION **.29** **.75**

45. Catalina & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	1	1600	50	.04*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	240	.08*	70	.02*
SBT	1	1600	20	.04	10	.01
SBR	0	0	50		10	
EBL	0.5		30		20	{.01}*
EBT	1.5	3200	760	.25*	800	.26
EBR	0		10		10	
WBL	1	1600	10	.01*	50	.03
WBT	2	3200	500	.21	820	.30*
WBR	0	0	160		130	

TOTAL CAPACITY UTILIZATION **.38** **.35**

46. Seaward & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03*	220	.14*
NBT	1	1600	160	.10	170	.11
NBR	1	1600	320	.20	270	.17
SBL	1	1600	30	.02	60	.04
SBT	1	1600	140	.09*	90	.06*
SBR	1	1600	190	.12	90	.06
EBL	1	1600	120	.08	80	.05
EBT	2	3200	690	.22*	630	.20*
EBR	1	1600	190	.12	180	.11
WBL	0.5		100		150	
WBT	1.5	3200	490	.19*	710	.29*
WBR	0		20		80	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.53** **.69**

47. Main & Loma Vista

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	290	.09*	480	.15*
NBR	f		40		190	
SBL	1	1600	580	.36*	420	.26*
SBT	2	3200	550	.18	570	.18
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	50	{.03}*	120	{.08}*
WBT	1	1600	30	.05	40	.10
WBR	2	3200	370	.12	480	.15

TOTAL CAPACITY UTILIZATION **.52** **.54**

49. Main & Telegraph

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	.18	690	
NBT	1.5	4800	680	.21*	800	.31*
NBR	f		150		110	
SBL	1.5		210		360	
SBT	1.5	4800	460	.15*	800	.25*
SBR	0		30		50	
EBL	0	0	0		0	
EBT	2	3200	300	.09	410	.13
EBR	f		730		680	
WBL	0	0	0		0	
WBT	1.5	4800	330	.10*	470	{.15}*
WBR	1.5		150		320	{.01}

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.46** **.71**

50. Emma & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	80	.05	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1070	.33*	1360	.43*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	50	.03*	90	.06*
WBT	3	4800	1030	.21	1690	.35
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.40** **.51**

51. Lemon Grove & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3200	20	.03*	20	.03*
NBR	0		100	.06	30	
SBL	1.5		30		80	
SBT	0.5	3200	10	.01*	10	.03*
SBR	1	1600	70	.04	70	.04
EBL	1	1600	40	.03	60	.04
EBT	2	3200	1080	.34*	1250	.39*
EBR	d	1600	60	.04	70	.04
WBL	1	1600	30	.02*	30	.02*
WBT	3	4800	1000	.22	1500	.32
WBR	0	0	50		50	

Right Turn Adjustment NBR .01*
Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.41** **.47**

53. Kimball & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	260	.08*	500	.16*
SBT	0	0	0		0	
SBR	2	3200	1230	.38	650	.20
EBL	2	3200	260	.08*	960	.30*
EBT	3	4800	310	.06	980	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	890	.28*	650	.20*
WBR	1	1600	670	.42	360	.23

Right Turn Adjustment Multi .32*

TOTAL CAPACITY UTILIZATION **.76** **.66**

55. Kimball & SR 126 EB Ramps

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1340	.28	860	.18*
NBR	f		120		420	
SBL	1	1600	30	.02	30	.02*
SBT	3	4800	1480	.31*	880	.18
SBR	0	0	0		0	
EBL	2	3200	120	.04*	400	.13*
EBT	0	0	10		0	
EBR	f		240		530	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.35** **.33**

56. Kimball & SR 126 WB Ramps

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	580	.18*	260	.08*
NBT	3	4800	810	.17	780	.16
NBR	d	1600	60	.04	230	.14
SBL	1	1600	10	.01	10	.01
SBT	3	4800	710	.15*	550	.11*
SBR	d	1600	190	.12	100	.06
EBL	1.5		40		30	
EBT	0.5	3200	10	.02*	10	.01*
EBR	1	1600	620	.39	240	.15
WBL	0	0	180		120	
WBT	1	1600	120	.19*	70	.12*
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment			EBR	.23*	EBR	.08*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.77** **.40**

58. Kimball & Telegraph

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	150	.05*	80	.03
NBT	2	3200	90	.03	180	.06*
NBR	1	1600	90	.06	180	.11
SBL	1	1600	30	.02	60	.04*
SBT	2	3200	180	.06*	170	.05
SBR	1	1600	30	.02	30	.02
EBL	1	1600	10	.01*	30	.02
EBT	2	3200	180	.06	570	.18*
EBR	1	1600	70	.04	220	.14
WBL	2	3200	200	.06	130	.04*
WBT	2	3200	380	.12*	320	.10
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment					NBR	.02*

TOTAL CAPACITY UTILIZATION **.24** **.34**

60. Ramelli & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	20	.01*
NBT	1	1600	0	.00	10	.01
NBR	1	1600	170	.11	520	.33
SBL	1	1600	0	.00	0	.00
SBT	1	1600	0	.01*	10	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	3	4800	340	.08	1420	.31*
EBR	0	0	40		80	
WBL	1	1600	380	.24	190	.12*
WBT	3	4800	1700	.35*	1070	.22
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.22*

TOTAL CAPACITY UTILIZATION **.38** **.67**

61. Montgomery & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	280	.18*	70	.04*
NBT	1	1600	80	.05	20	.01
NBR	d	1600	20	.01	140	.09
SBL	1	1600	20	.01	20	.01
SBT	1	1600	60	.04*	30	.02*
SBR	1	1600	90	.06	20	.01
EBL	1	1600	10	.01*	40	.03
EBT	2	3200	510	.16	770	.24*
EBR	d	1600	90	.06	120	.08
WBL	1	1600	100	.06	70	.04*
WBT	2	3200	1090	.34*	680	.21
WBR	1	1600	10	.01	20	.01
Right Turn Adjustment			SBR	.01*	NBR	.01*

TOTAL CAPACITY UTILIZATION **.58** **.35**

63. Petit & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	160	.10
NBT	1	1600	40	.11	70	.19*
NBR	0	0	130		240	
SBL	1	1600	30	.02	30	.02*
SBT	1	1600	80	.05*	50	.03
SBR	1	1600	120	.08	70	.04
EBL	1	1600	90	.06*	80	.05
EBT	2	3200	320	.10	770	.24*
EBR	d	1600	80	.05	240	.15
WBL	1	1600	150	.09	210	.13*
WBT	2	3200	760	.24*	520	.16
WBR	d	1600	20	.01	50	.03

TOTAL CAPACITY UTILIZATION **.46** **.58**

65. Sanjon & Thompson

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	490	.15*	580	.18*
NBT	0	0	0		0	
NBR	1	1600	190	.12	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	480	.24*	710	.31*
EBR	0	0	280		270	
WBL	1	1600	150	.09*	160	.10*
WBT	2	3200	520	.16	740	.23
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.48** **.59**

68. Seaward & Thompson

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06	210	.13*
NBT	2	3200	530	.17*	530	.17
NBR	d	1600	220	.14	190	.12
SBL	1	1600	100	.06*	50	.03
SBT	2	3200	380	.12	490	.15*
SBR	d	1600	70	.04	70	.04
EBL	1	1600	110	.07	90	.06
EBT	2	3200	620	.22*	820	.29*
EBR	0	0	70		100	
WBL	2	3200	180	.06*	260	.08*
WBT	2	3200	420	.13	780	.24
WBR	1	1600	40	.03	60	.04

TOTAL CAPACITY UTILIZATION **.51** **.65**

71. Sanjon & Harbor

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	210	.13*	370	.23*
SBT	0	0	0		0	
SBR	1	1600	80	.05	120	.08
EBL	1	1600	60	.04*	120	.08*
EBT	1	1600	230	.14	470	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	260	.16*	560	.35*
WBR	1	1600	470	.29	270	.17
Right Turn Adjustment			WBR	.03*		

TOTAL CAPACITY UTILIZATION **.36** **.66**

75. Ashwood & Telegraph

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	40	.03
NBT	1	1600	50	.03*	100	.06*
NBR	d	1600	40	.03	70	.04
SBL	1	1600	70	.04*	170	.11*
SBT	1	1600	50	.03	70	.04
SBR	1	1600	130	.08	120	.08
EBL	1	1600	80	.05*	150	.09
EBT	2	3200	520	.16	850	.27*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	60	.04*
WBT	2	3200	540	.17*	620	.19
WBR	d	1600	110	.07	90	.06

TOTAL CAPACITY UTILIZATION **.29** **.48**

77. Day & Telegraph

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	250	.08*	340	.11*
SBT	0	0	0		0	
SBR	1	1600	90	.06	100	.06
EBL	1	1600	100	.06*	50	.03
EBT	2	3200	500	.16	900	.28*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	950	.30*	790	.25
WBR	d	1600	310	.19	270	.17

TOTAL CAPACITY UTILIZATION **.44** **.39**

85. Victoria & Olivas Park

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21	590	.18*
NBT	3	4800	1840	.38*	1780	.37
NBR	1	1600	510	.32	450	.28
SBL	2	3200	480	.15*	210	.07
SBT	3	4800	1500	.31	1590	.33*
SBR	f		50		90	
EBL	2	3200	130	.04	170	.05
EBT	2	3200	160	.05*	230	.07*
EBR	f		190		970	
WBL	1	1600	130	.08*	350	.22*
WBT	2	3200	50	.02	380	.12
WBR	f		120		190	

TOTAL CAPACITY UTILIZATION **.66** **.80**

86. Telephone & Olivas Park

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	2	3200	370	.12*	970	.30*
SBT	1	1600	10	.01	10	.01
SBR	d	1600	160	.10	660	.41
EBL	2	3200	470	.15*	390	.12*
EBT	2	3200	210	.07	280	.09
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	2	3200	180	.06*	270	.08*
WBR	1	1600	570	.36	750	.47
Right Turn Adjustment			WBR	.21*	Multi	.17*

TOTAL CAPACITY UTILIZATION **.56** **.69**

91. Johnson & Ralston

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	130	.08*
NBT	2	3200	480	.15	780	.24
NBR	d	1600	20	.01	180	.11
SBL	1	1600	40	.03	60	.04
SBT	2	3200	770	.24*	880	.28*
SBR	d	1600	90	.06	50	.03
EBL	1	1600	40	.03*	90	.06
EBT	1	1600	90	.06	210	.13*
EBR	d	1600	110	.07	260	.16
WBL	1	1600	90	.06	60	.04*
WBT	1	1600	230	.14*	90	.06
WBR	d	1600	90	.06	50	.03

TOTAL CAPACITY UTILIZATION **.47** **.53**

92. Johnson & Bristol

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	80	.05*
NBT	2	3200	530	.17	980	.31
NBR	f		190		1110	
SBL	1	1600	10	.01	10	.01
SBT	2	3200	980	.31*	1140	.36*
SBR	0	0	10		20	
EBL	1	1600	10	.01	30	.02
EBT	1	1600	20	.01*	280	.18*
EBR	1	1600	130	.08	190	.12
WBL	2	3200	1020	.32*	450	.14*
WBT	1	1600	260	.16	160	.10
WBR	d	1600	30	.02	10	.01
Right Turn Adjustment			EBR	.05*		

TOTAL CAPACITY UTILIZATION **.71** **.73**

94. Johnson & North Bank

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	70	.04*
NBT	3	4800	160	.03	510	.11
NBR	d	1600	20	.01	180	.11
SBL	1	1600	10	.01	70	.04
SBT	3	4800	1580	.38*	1390	.33*
SBR	0	0	240		170	
EBL	2.5		450	.09*	1780	.37*
EBT	1.5	6400	70	.04	340	.21
EBR	1	1600	410	.26	320	.20
WBL	1.5		140		240	
WBT	1.5	4800	80	.05*	140	.08*
WBR	1	1600	20	.01	80	.05
Right Turn Adjustment			EBR	.14*		

TOTAL CAPACITY UTILIZATION **.70** **.82**

95. Bristol & Ramelli

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	1	1600	20	.02*	10	.02*
NBR	0	0	10		20	
SBL	1	1600	10	.01*	30	.02*
SBT	1	1600	20	.01	30	.02
SBR	1	1600	280	.18	110	.07
EBL	1	1600	10	.01*	150	.09*
EBT	2	3200	190	.06	670	.21
EBR	0	0	10		10	
WBL	1	1600	20	.01	10	.01
WBT	2	3200	900	.30*	380	.13*
WBR	0	0	60		30	
Right Turn Adjustment			SBR	.15*		

TOTAL CAPACITY UTILIZATION **.49** **.26**

96. Montgomery & North Bank

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	40	.03*	120	.08*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	380	.24	170	.11
EBL	1	1600	90	.06*	320	.20*
EBT	2	3200	120	.04	380	.12
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	470	.29*	270	.17*
WBR	d	1600	210	.13	80	.05
Right Turn Adjustment			SBR	.14*		

TOTAL CAPACITY UTILIZATION **.55** **.47**

100. Saticoy & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11	140	.09*
NBT	1	1600	200	.13*	150	.09
NBR	1	1600	120	.08	90	.06
SBL	1	1600	190	.12*	90	.06
SBT	1	1600	120	.08	150	.09*
SBR	1	1600	260	.16	160	.10
EBL	1	1600	120	.08*	180	.11*
EBT	2	3200	220	.07	650	.20
EBR	1	1600	100	.06	180	.11
WBL	1	1600	80	.05	110	.07
WBT	2	3200	320	.14*	470	.17*
WBR	0	0	130		60	

TOTAL CAPACITY UTILIZATION **.47** **.46**

101. Saticoy & Telegraph

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	170		80	
NBT	1	1600	70	.18*	50	.10*
NBR	0	0	50		30	
SBL	0	0	10		20	
SBT	1	1600	70	.09*	30	.04*
SBR	0	0	60		20	
EBL	1	1600	20	.01	20	.01
EBT	1	1600	190	.17*	410	.35*
EBR	0	0	80		150	
WBL	1	1600	50	.03*	30	.02*
WBT	1	1600	270	.17	290	.18
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.47** **.51**

102. Wells & Telegraph

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	260	.16*
NBT	1	1600	120	.08	280	.18
NBR	1	1600	50	.03	260	.16
SBL	1	1600	10	.01	10	.01
SBT	1	1600	270	.17*	200	.13*
SBR	1	1600	50	.03	30	.02
EBL	1	1600	20	.01	40	.03
EBT	1	1600	50	.17*	190	.26*
EBR	0	0	220		220	
WBL	1	1600	310	.19*	130	.08*
WBT	1	1600	150	.10	110	.08
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.63** **.63**

104. Wells & SR 126 EB Ramps

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	870	.18	1430	.30
NBR	f		600		1560	
SBL	0	0	0		0	
SBT	3	4800	2660	.55*	1730	.36*
SBR	f		80		60	
EBL	1	1600	90	.06*	320	.20*
EBT	0	0	0		0	
EBR	1	1600	160	.10	600	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.04*	EBR	.18*

TOTAL CAPACITY UTILIZATION **.65** **.74**

105. Wells & Darling

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1250	.26	2830	.59*
NBR	d	1600	60	.04	170	.11
SBL	1	1600	120	.08	340	.21*
SBT	3	4800	2420	.50*	1830	.38
SBR	d	1600	10	.01	10	.01
EBL	0	0	80		40	
EBT	1	1600	30	.13*	40	.08*
EBR	0	0	100		40	
WBL	1	1600	60	.04*	290	.18*
WBT	1	1600	30	.06	40	.15
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.69** **1.06**

106. Wells & Telephone

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	420	.13
NBT	3	4800	1230	.26	2900	.62*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	2510	.52*	1930	.40
SBR	1	1600	130	.08	420	.26
EBL	1.5		160	{.05}*	240	{.08}*
EBT	0.5	3200	0	.05	0	.08
EBR	2	3200	540	.17	530	.17
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.03*		

TOTAL CAPACITY UTILIZATION **.72** **.73**

114. California & Thompson

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30		30	
NBT	0.5	3200	10	.01*	20	.02*
NBR	1	1600	60	.04	80	.05
SBL	1.5		130		170	
SBT	1.5	4800	70	.04*	160	.07*
SBR	0		10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	820	.30*	930	.32*
EBR	0	0	130		100	
WBL	1	1600	60	.04*	80	.05*
WBT	2	3200	310	.10	400	.14
WBR	0	0	10		60	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.39** **.46**

115. Chestnut & Thompson

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	30	.02	90	.06
SBT	1	1600	260	.17*	320	.22*
SBR	0	0	10		30	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	550	.17*	700	.22*
EBR	f		390		510	
WBL	1	1600	210	.13*	230	.14*
WBT	2	3200	450	.15	630	.22
WBR	0	0	30		70	

TOTAL CAPACITY UTILIZATION **.48** **.59**

120. Ventura & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	70	.04
NBT	1	1600	350	.22*	670	.42*
NBR	1	1600	10	.01	30	.02
SBL	1	1600	120	.08*	140	.09*
SBT	1	1600	360	.23	370	.23
SBR	1	1600	60	.04	40	.03
EBL	1	1600	30	.02	150	.09*
EBT	1	1600	150	.09*	280	.18
EBR	d	1600	40	.03	40	.03
WBL	1	1600	10	.01*	20	.01
WBT	1	1600	90	.06	180	.11*
WBR	1	1600	160	.10	140	.09

TOTAL CAPACITY UTILIZATION **.40** **.71**

132. Ventura & Stanley

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	350	.22*	290	.18*
NBT	1	1600	260	.16	350	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	470	.29*	370	.23*
SBR	1	1600	520	.33	380	.24
EBL	1	1600	390	.24*	670	.42*
EBT	0	0	0		0	
EBR	1	1600	220	.14	140	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.75** **.83**

136. US 101 SB Ramps & Valentine

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		380	.12*	460	.14*
SBT	0	4800	0		0	
SBR	1.5		80	.05	20	
EBL	1	1600	100	.06*	430	.27*
EBT	2	3200	200	.06	750	.23
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	950	.30*	390	.12*
WBR	f		830		900	

TOTAL CAPACITY UTILIZATION **.48** **.53**

138. Johnson & US 101 SB Ramps

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	680	.43*
NBT	1	1600	130	.08	480	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	580	.36*	400	.25*
SBR	f		1530		1580	
EBL	1	1600	110	.07*	260	.16*
EBT	0	0	0		0	
EBR	1	1600	110	.07	90	.06
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.52** **.84**

160. Victoria & US 101 NB Ramps

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	530	.17*	520	.16*
NBT	3	4800	1380	.29	1890	.39
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2690	.42*	2210	.35*
SBR	1	1600	130	.08	360	.23
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	710	.22*	490	.15*
WBT	0	0	0		0	
WBR	3	4800	910	.19	1150	.24

TOTAL CAPACITY UTILIZATION **.81** **.66**

161. Victoria & Valentine

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	190	.06*
NBT	3	4800	1650	.35	2080	.44
NBR	0	0	20		50	
SBL	1	1600	40	.03	40	.03
SBT	2	3200	1640	.51*	1490	.47*
SBR	f		1670		1190	
EBL	2.5		320		740	
EBT	0.5	4800	50	.08*	30	.16*
EBR	1	1600	250	.16	450	.28
WBL	0	0	20		20	
WBT	1	1600	10	.02*	30	.03*
WBR	1	1600	80	.05	100	.06

Right Turn Adjustment EBR .06*
Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

TOTAL CAPACITY UTILIZATION **.69** **.78**

162. California & Harbor

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	190	.12*	320	.20*
SBT	0	0	0		0	
SBR	1	1600	40	.03	50	.03
EBL	1	1600	20	.01	80	.05
EBT	1	1600	230	.14*	260	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	170	.07	230	.10
WBR	0	0	50		100	

TOTAL CAPACITY UTILIZATION **.26** **.36**

163. Santa Clara & Main

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	250	.08	230	.07
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	340	.11*	480	.15*
EBR	0	0	10		10	
WBL	1	1600	140	.09*	170	.11*
WBT	2	3200	360	.12	520	.17
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.25** **.30**

164. Seaward & Poli

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	160		170	
NBT	1	1600	0	.18*	0	.21*
NBR	0	0	130		170	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	140	.09*	350	.22*
EBR	d	1600	80	.05	140	.09
WBL	1	1600	230	.14*	110	.07*
WBT	1	1600	170	.11	290	.18
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.41** **.50**

165. Seaward & Harbor

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	80	.05
NBT	2	3200	360	.13*	310	.12*
NBR	0	0	40		60	
SBL	2	3200	570	.18*	640	.20*
SBT	2	3200	200	.06	320	.10
SBR	1	1600	320	.20	470	.29
EBL	2	3200	430	.13*	360	.11
EBT	2	3200	560	.18	1100	.36*
EBR	0	0	20		50	
WBL	1	1600	10	.01	30	.02*
WBT	2	3200	270	.08*	450	.14
WBR	2	3200	900	.28	1190	.37
Right Turn Adjustment			WBR	.06*		

TOTAL CAPACITY UTILIZATION **.58** **.70**

166. College & Telegraph

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.06*	0	.06*
NBR	0	0	60		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	580	.20*	920	.31*
EBR	0	0	60		80	
WBL	1	1600	110	.07*	50	.03*
WBT	2	3200	690	.22	700	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.33** **.40**

168. Day & Foothill

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	220	.14*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	280	.18
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	450	.41*	480	.44*
EBR	0	0	200		220	
WBL	1	1600	250	.16*	230	.14*
WBT	1	1600	420	.32	420	.29
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.74** **.76**

169. Kimball & Foothill

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	280	.18*	120	.08*
NBT	0	0	0		0	
NBR	1	1600	20	.01	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	200	.26	400	.36*
EBR	0	0	210		180	
WBL	1	1600	60	.04	20	.01*
WBT	1	1600	530	.33*	200	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.45**

170. Petit & Foothill

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		10	
NBT	1	1600	0	.03*	0	.03*
NBR	0	0	10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	160	.10	230	.14*
EBR	1	1600	40	.03	30	.02
WBL	0	0	10		10	{.01}*
WBT	1	1600	480	.31*	190	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.18**

171. Saticoy & Foothill

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	110		50	
NBT	1	1600	0	.08*	0	.04*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	130	.12	310	.25*
EBR	0	0	60		90	
WBL	0	0	20		20	{.01}*
WBT	1	1600	420	.28*	170	.12
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.36** **.30**

172. Wells & Foothill

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	120	.08*
NBT	0	0	10		10	
NBR	1	1600	40	.03	80	.05
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	60	.04	210	.14*
EBR	1	1600	90	.06	120	.08
WBL	0	0	70		30	{.02}*
WBT	1	1600	300	.24*	60	.06
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.33** **.26**

173. Victoria & SR 126 WB Ramps

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1230	.30	2130	.52*
NBR	0	0	220		350	
SBL	0	0	0		0	
SBT	3	4800	1980	.45*	1530	.34
SBR	0	0	180		90	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	630	.39	410	.26
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	210	.13	160	.10
Right Turn Adjustment			Multi	.41*	Multi	.22*

TOTAL CAPACITY UTILIZATION **.86** **.74**

174. Petit & Telegraph

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	50	.03*
NBT	1	1600	20	.01	10	.01
NBR	1	1600	10	.01	20	.01
SBL	1	1600	30	.02	20	.01
SBT	1	1600	20	.03*	20	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	270	.08	600	.19
EBR	1	1600	60	.04	80	.05
WBL	1	1600	10	.01	10	.01
WBT	1	1600	520	.33*	330	.21*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.42** **.28**

175. Ventura & North Bank

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	80		40	
SBT	1	1600	0	.10*	0	.10*
SBR	0	0	80		120	
EBL	1	1600	160	.10*	540	.34
EBT	2	3200	910	.28	2500	.78*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	340	.21*	370	.23
WBR	1	1600	50	.03	30	.02

TOTAL CAPACITY UTILIZATION **.41** **.88**

176. Saticoy & Darling

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1600	150	.10	230	.15*
NBR	1	1600	110	.07	30	.02
SBL	0	0	50		10	{.01}*
SBT	1	1600	250	.19*	190	.13
SBR	1	1600	80	.05	90	.06
EBL	0	0	60		60	
EBT	1	1600	70	.11*	60	.10*
EBR	0	0	40		40	
WBL	0	0	70	{.04}*	50	{.03}*
WBT	1	1600	20	.08	60	.08
WBR	0	0	30		10	

TOTAL CAPACITY UTILIZATION **.35** **.29**

177. Wells & SR 126 WB Ramps

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	530	.17	1360	.43*
NBR	f		410		380	
SBL	0	0	0		0	
SBT	2	3200	1050	.33*	740	.23
SBR	f		420		200	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1690		1040	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	190	.12	110	.07
Right Turn Adjustment					WBR	.07*

TOTAL CAPACITY UTILIZATION **.33** **.50**

178. SR-33 Ramps & Stanley

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	700	.44	850	.53
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	250	.16	170	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	720	.45*	920	.58*
WBR	f		170		140	
Right Turn Adjustment				NBR	.22*	NBR .18*

TOTAL CAPACITY UTILIZATION **.67** **.76**

179. SR-33 Ramps & Shell

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	550		610	
SBT	1	1600	0	.36*	0	.39*
SBR	0	0	30		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	130	.09	100	.07
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	660	.46*	620	.46*
WBR	0	0	70		110	

TOTAL CAPACITY UTILIZATION **.83** **.86**

180. Estates & Telegraph

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	50	.03
NBT	1	1600	10	.05	10	.06*
NBR	0	0	70		90	
SBL	0	0	10		10	{.01}*
SBT	1	1600	10	.02*	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	2	3200	540	.17	820	.26*
EBR	d	1600	60	.04	70	.04
WBL	1	1600	30	.02	90	.06*
WBT	2	3200	670	.21*	800	.25
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.29** **.39**

181. Ventura & Ramona

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	40	.03
NBT	1	1600	350	.23*	620	.40*
NBR	0	0	20		20	
SBL	1	1600	80	.05*	70	.04*
SBT	1	1600	390	.25	470	.31
SBR	0	0	10		30	
EBL	0	0	20	{.01}*	20	{.01}*
EBT	1	1600	10	.03	10	.03
EBR	0	0	10		10	
WBL	0	0	10		20	
WBT	1	1600	20	.03*	30	.04*
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.32** **.49**

182. Olive & Main St

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	560	.35*	400	.25*
SBT	1	1600	20	.06	30	.08
SBR	0	0	80		90	
EBL	0	0	80	{.05}*	280	
EBT	1	1600	80	.10	220	.31*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	160	.11*	150	.10
WBR	1	1600	180	.11	440	.28

TOTAL CAPACITY UTILIZATION **.52** **.58**

190. Petit Av & North Bank Dr

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	40	.03*	80	.05*
SBT	0	0	0		0	
SBR	1	1600	250	.16	230	.14
EBL	1	1600	60	.04*	280	.18*
EBT	2	3200	60	.02	140	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	110	.03*	80	.03*
WBR	d	1600	70	.04	40	.03
Right Turn Adjustment			SBR	.10*		
TOTAL CAPACITY UTILIZATION				**.20**		**.26**

191. Saticoy Av & North Bank Dr

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	30	.03	20	.02
NBR	0	0	20		10	
SBL	1	1600	20	.01	50	.03
SBT	1	1600	10	.03*	30	.04*
SBR	0	0	30		30	
EBL	1	1600	20	.01	40	.03*
EBT	2	3200	90	.03*	80	.03
EBR	d	1600	0	.00	10	.01
WBL	1	1600	0	.00	10	.01
WBT	2	3200	40	.01	70	.02*
WBR	d	1600	60	.04	150	.09
Right Turn Adjustment			WBR	.01*	WBR	.05*
TOTAL CAPACITY UTILIZATION				**.08**		**.15**

192. Los Angeles Av & North Bank

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	190	.12
NBT	3	4800	1410	.29	3110	.65*
NBR	d	1600	20	.01	70	.04
SBL	1	1600	110	.07	160	.10*
SBT	3	4800	2800	.58*	2230	.46
SBR	d	1600	150	.09	80	.05
EBL	1	1600	50	.03*	110	.07*
EBT	1	1600	10	.01	20	.01
EBR	1	1600	140	.09	160	.10
WBL	1	1600	50	.03	60	.04
WBT	1	1600	20	.01*	20	.01*
WBR	1	1600	100	.06	170	.11
Right Turn Adjustment			EBR	.03*	WBR	.02*
TOTAL CAPACITY UTILIZATION				**.71**		**.85**

193. Saticoy Av & A St

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	240	.15*	140	.09
NBR	1	1600	10	.01	30	.02
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	210	.13	190	.12*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	20	.01*	10	.01*
WBT	0	0	0		0	
WBR	1	1600	20	.01	10	.01
TOTAL CAPACITY UTILIZATION				**.17**		**.13**

194. Wells Rd & A St

2025 Scenario 1 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	140	.09
NBT	2	3200	380	.13	860	.32*
NBR	0	0	50		170	
SBL	1	1600	10	.01	40	.03*
SBT	2	3200	810	.26*	580	.18
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	1	1600	10	.01*	10	.01*
EBR	1	1600	110	.07	60	.04
WBL	1	1600	160	.10*	80	.05*
WBT	1	1600	10	.03	10	.01
WBR	0	0	30		10	
Right Turn Adjustment			EBR	.04*		
TOTAL CAPACITY UTILIZATION				**.43**		**.41**

NON-COMMITTED IMPROVEMENTS

94. Johnson & North Bank

2025 Scenario 1 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	70	.04*
NBT	3	4800	160	.03	510	.11
NBR	d	1600	20	.01	180	.11
SBL	1	1600	10	.01	70	.04
SBT	2	3200	1580	.49*	1390	.43*
SBR	1	1600	240	.15	170	.11
EBL	2.5		450	.09*	1780	.37*
EBT	1.5	6400	70	.04	340	.21
EBR	1	1600	410	.26	320	.20
WBL	1.5		140		240	
WBT	1.5	4800	80	.05*	140	.08*
WBR	1	1600	20	.01	80	.05
Right Turn Adjustment			EBR	.14*		

TOTAL CAPACITY UTILIZATION **.81** **.92**

105. Wells & Darling

2025 Scenario 1 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1250	.26	2830	.59*
NBR	d	1600	60	.04	170	.11
SBL	2	3200	120	.04	340	.11*
SBT	3	4800	2420	.50*	1830	.38
SBR	d	1600	10	.01	10	.01
EBL	1	1600	80	.05*	40	.03*
EBT	1	1600	30	.08	40	.05
EBR	0	0	100		40	
WBL	2	3200	60	.02	290	.09
WBT	1	1600	30	.06*	40	.15*
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.63** **.88**

161. Victoria & Valentine

2025 Scenario 1 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	190	.06*
NBT	3	4800	1650	.35	2080	.44
NBR	0	0	20		50	
SBL	1	1600	40	.03	40	.03
SBT	2	3200	1640	.51*	1490	.47*
SBR	f		1670		1190	
EBL	2.5		320		740	
EBT	0.5	4800	50	.08*	30	.16*
EBR	2	3200	250	.08	450	.14
WBL	0	0	20		20	
WBT	1	1600	10	.02*	30	.03*
WBR	1	1600	80	.05	100	.06
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.69** **.72**

162. California & Harbor

2025 Scenario 1 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	190	.12*	320	.20*
SBT	0	0	0		0	
SBR	1	1600	40	.03	50	.03
EBL	1	1600	20	.01	80	.05
EBT	1	1600	230	.14*	260	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	170	.07	230	.10
WBR	0	0	50		100	

TOTAL CAPACITY UTILIZATION **.26** **.36**

SCENARIO 2

1. Victoria & Foothill

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	240	.15*
NBT	1	1600	10	.01	80	.05
NBR	1	1600	180	.11	340	.21
SBL	1	1600	10	.01	10	.01
SBT	1	1600	70	.04*	20	.01*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01*	180	.11
EBT	1	1600	300	.19	460	.29*
EBR	1	1600	220	.14	20	.01
WBL	2	3200	450	.14	250	.08*
WBT	1	1600	570	.36*	340	.21
WBR	d	1600	10	.01	20	.01

TOTAL CAPACITY UTILIZATION **.50** **.53**

2. Victoria & Loma Vista

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	260	.16*
NBT	2	3200	260	.08	560	.18
NBR	d	1600	20	.01	30	.02
SBL	1	1600	20	.01	20	.01
SBT	2	3200	540	.17*	280	.09*
SBR	d	1600	110	.07	20	.01
EBL	0	0	70		20	
EBT	1	1600	40	.25*	30	.24*
EBR	0	0	290		330	
WBL	0	0	60	{.04}*	30	{.02}*
WBT	1	1600	40	.10	30	.05
WBR	0	0	60		20	

TOTAL CAPACITY UTILIZATION **.57** **.51**

3. Victoria & Telegraph

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	690	.22*	1150	.36*
NBT	2	3200	540	.17	910	.28
NBR	1	1600	150	.09	210	.13
SBL	1	1600	180	.11	200	.13
SBT	3	4800	710	.15*	550	.11*
SBR	d	1600	40	.03	20	.01
EBL	1	1600	50	.03	40	.03
EBT	1.5	4800	360	{.16}*	720	{.23}*
EBR	1.5		680		790	{.22}
WBL	2	3200	360	.11*	220	.07*
WBT	2	3200	590	.18	340	.11
WBR	d	1600	60	.04	70	.04

TOTAL CAPACITY UTILIZATION **.64** **.77**

4. Victoria & Woodland

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	220	.14*	60	.04
NBT	3	4800	1450	.32	2120	.48*
NBR	0	0	80		160	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	1820	.39*	1590	.33
SBR	0	0	30		10	
EBL	0	0	10		20	
EBT	1	1600	10	.11*	10	.04*
EBR	0	0	150		30	
WBL	1.5		260		100	
WBT	0.5	3200	10	.09*	10	.04*
WBR	0		20		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.73** **.57**

5. Victoria & SR 126 SB Ramps

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1420	.23	2690	.43*
NBR	0	0	50		40	
SBL	0	0	0		0	
SBT	4	6400	2580	.41*	1890	.31
SBR	0	0	70		90	
EBL	1.5		220		150	.09
EBT	0.5	3200	210	.13*	160	.10*
EBR	1	1600	210	.13	230	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	270	.17	570	.36
Right Turn Adjustment			WBR	.03*	WBR	.36*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.57** **.89**

6. Victoria & Thille

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	60	.04
NBT	4	6400	1360	.28	2530	.40*
NBR	0	0	460	.29	50	
SBL	1	1600	160	.10	40	.03*
SBT	4	6400	2180	.40*	1890	.33
SBR	0	0	370		220	
EBL	1.5		240		310	
EBT	0.5	3200	30	.08*	10	.10*
EBR	1	1600	120	.08	200	.13
WBL	1	1600	30	.02	100	.06
WBT	1	1600	10	.02*	80	.09*
WBR	0	0	20		70	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.53** **.62**

7. Victoria & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	310	.10*	320	.10
NBT	4	6400	1310	.25	1690	.29*
NBR	0	0	260		150	
SBL	2	3200	340	.11	370	.12*
SBT	4	6400	1780	.28*	1330	.21
SBR	1	1600	330	.21	420	.26
EBL	2	3200	370	.12*	650	.20*
EBT	3	4800	400	.10	940	.22
EBR	0	0	80		110	
WBL	2	3200	270	.08	350	.11
WBT	3	4800	750	.16*	650	.14*
WBR	1	1600	170	.11	320	.20

TOTAL CAPACITY UTILIZATION **.66** **.75**

8. Victoria & Ralston

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	250	.16*	400	.25*
NBT	4	6400	1440	.24	1990	.34
NBR	0	0	70		210	
SBL	1	1600	100	.06	220	.14
SBT	4	6400	1870	.31*	1810	.30*
SBR	0	0	110		110	
EBL	1	1600	40	.03	140	.09
EBT	1	1600	130	.08*	260	.16*
EBR	1	1600	220	.14	320	.20
WBL	1	1600	240	.15*	150	.09*
WBT	1	1600	250	.16	150	.09
WBR	1	1600	200	.13	130	.08

TOTAL CAPACITY UTILIZATION **.70** **.80**

10. Victoria & Moon

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	190	.12
NBT	4	6400	1820	.30	2260	.41*
NBR	0	0	110		340	
SBL	1	1600	40	.03	120	.08*
SBT	4	6400	1990	.31*	1900	.34
SBR	0	0	20		250	
EBL	1	1600	30	.02	70	.04
EBT	1	1600	70	.04*	100	.06*
EBR	1	1600	30	.02	170	.11
WBL	1	1600	300	.19*	180	.11*
WBT	1	1600	120	.08	60	.04
WBR	1	1600	70	.04	50	.03

TOTAL CAPACITY UTILIZATION **.57** **.66**

14. Hill & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		20	
NBT	1	1600	100	.10*	50	.15*
NBR	0	0	10		170	
SBL	1	1600	60	.04*	270	.17*
SBT	1	1600	40	.03	70	.04
SBR	1	1600	70	.04	230	.14
EBL	1	1600	170	.11*	110	.07
EBT	3	4800	540	.13	1250	.30*
EBR	0	0	70		190	
WBL	1	1600	140	.09	40	.03*
WBT	3	4800	1180	.31*	760	.17
WBR	0	0	290		70	

TOTAL CAPACITY UTILIZATION **.56** **.65**

15. Johnson & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	340	.11*	220	.07
NBT	2	3200	170	.11	230	.14*
NBR	0	0	230	.14	420	.26
SBL	1	1600	60	.04	140	.09*
SBT	2	3200	170	.05*	210	.07
SBR	d	1600	40	.03	40	.03
EBL	1	1600	50	.03	30	.02
EBT	3	4800	260	.08*	1210	.34*
EBR	0	0	170	.11	400	
WBL	1	1600	440	.28*	440	.28*
WBT	3	4800	1420	.31	580	.13
WBR	0	0	70		60	

TOTAL CAPACITY UTILIZATION **.52** **.85**

18. Seaward & US 101 NB Ramps

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	610	.19*	650	.20*
NBT	2	3200	890	.28	940	.29
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	850	.27*	1040	.33*
SBR	1	1600	230	.14	220	.14
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	420	.13*	410	.13*
WBT	0	0	0		0	
WBR	2	3200	380	.12	480	.15

TOTAL CAPACITY UTILIZATION **.59** **.66**

19. Monmouth/US 101 SB & Harbor

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	40	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		650		1040	
SBT	0.5	3200	40	.22*	70	.36*
SBR	0		10		40	
EBL	1	1600	130	.08*	160	.10*
EBT	2	3200	400	.13	420	.14
EBR	0	0	20		40	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	390	.24*	600	.38*
WBR	1	1600	320	.20	310	.19

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.57** **.87**

20. Harbor & Olivas Park

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	140	.09*
NBT	2	3200	900	.28*	1060	.33
NBR	1	1600	500	.31	240	.15
SBL	2	3200	440	.14*	420	.13
SBT	2	3200	630	.20	1170	.37*
SBR	1	1600	150	.09	110	.07
EBL	1	1600	70	.04	160	.10
EBT	2	3200	150	.05*	260	.08*
EBR	d	1600	60	.04	130	.08
WBL	1	1600	80	.05*	450	.28*
WBT	2	3200	100	.03	150	.05
WBR	f		310		610	

TOTAL CAPACITY UTILIZATION **.52** **.82**

23. Mills & Loma Vista

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380	{.14}*	290	{.10}*
NBT	0.5	3200	70	.14	20	.10
NBR	1	1600	40	.03	70	.04
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01	10	.01
EBT	2	3200	340	.11*	620	.19*
EBR	d	1600	310	.19	520	.33
WBL	1	1600	80	.05*	70	.04*
WBT	2	3200	420	.13	360	.11
WBR	d	1600	60	.04	20	.01

Right Turn Adjustment EBR .07*

TOTAL CAPACITY UTILIZATION **.34** **.43**

24. Mills & Telegraph

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	170	.11*
NBT	1	1600	420	.26*	250	.16
NBR	1	1600	200	.13	380	.24
SBL	1	1600	60	.04*	140	.09
SBT	2	3200	380	.12	480	.15*
SBR	1	1600	10	.01	10	.01
EBL	1	1600	30	.02	20	.01
EBT	2	3200	340	.11*	540	.17*
EBR	1	1600	80	.05	130	.08
WBL	2	3200	260	.08*	220	.07*
WBT	2	3200	410	.15	420	.15
WBR	0	0	80		70	

Right Turn Adjustment NBR .02*

TOTAL CAPACITY UTILIZATION **.49** **.52**

25. Mills & Maple

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05
NBT	2	3200	990	.34*	850	.30*
NBR	0	0	90		110	
SBL	1	1600	50	.03*	110	.07*
SBT	2	3200	730	.24	910	.30
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	210		220	
WBT	1	1600	20	.14*	20	.15*
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.51** **.52**

26. Mills & Dean

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	100	.06*
NBT	2	3200	1210	.38*	960	.30
NBR	1	1600	280	.18	360	.23
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	820	.26	970	.31*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	30	.02*
EBR	1	1600	20	.01	190	.12
WBL	2	3200	410	.13*	240	.08*
WBT	1	1600	50	.05	50	.06
WBR	0	0	30		40	
Right Turn Adjustment					EBR	.05*

TOTAL CAPACITY UTILIZATION **.54** **.52**

27. Mills & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30		30	
NBT	1	1600	60	.06*	70	.06*
NBR	1	1600	360	.23	240	.15
SBL	2.5		1220		1300	
SBT	0.5	4800	80	.28*	90	.29*
SBR	0		40		20	
EBL	2	3200	120	.04*	90	.03*
EBT	4	6400	1050	.16	1120	.18
EBR	1	1600	20	.01	30	.02
WBL	2	3200	170	.05	370	.12
WBT	3	4800	1140	.24*	1470	.31*
WBR	2	3200	1430	.45	1380	.43
Right Turn Adjustment			NBR	.08*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.69**

28. US 101 NB Ramps & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	670	.21*	330	.10*
SBT	0	0	0		0	
SBR	3	4800	1690	.35	1400	.29
EBL	0	0	0		0	
EBT	3	4800	2300	.48*	2540	.53*
EBR	f		310		150	
WBL	2	3200	400	.13*	530	.17*
WBT	3	4800	1050	.22	1810	.38
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.82** **.80**

29. SR 126 EB Ramps & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	270	.08	430	.13*
EBT	3	4800	2650	.55*	2710	.56
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1250	.26	2390	.50*
WBR	f		130		380	

TOTAL CAPACITY UTILIZATION **.55** **.63**

30. Callens & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		170	{.06}*	630	{.20}*
NBT	0.5	3200	10	.06	10	.20
NBR	1	1600	40	.03	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01*
EBT	4	6400	2300	.36*	2450	.38
EBR	d	1600	330	.21	230	.14
WBL	2	3200	100	.03*	170	.05
WBT	3	4800	1210	.25	2110	.44*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.47** **.67**

31. Donlon & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		170		630	
NBT	0	3200	0	.06*	0	.24*
NBR	0.5		30		150	
SBL	1.5		400		330	
SBT	0.5	3200	170	.18*	120	.14*
SBR	1	1600	180	.11	210	.13
EBL	0	0	0		0	
EBT	4	6400	1990	.31*	2540	.40*
EBR	d	1600	240	.15	140	.09
WBL	2	3200	90	.03*	250	.08*
WBT	3	4800	1080	.23	1620	.34
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.58** **.86**

32. Telephone & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10	740	.23
NBT	2	3200	340	.11*	1130	.35*
NBR	1	1600	70	.04	300	.19
SBL	1.5		250	.16	490	
SBT	1.5	4800	1110	.35*	830	.28*
SBR	f		690		960	
EBL	2	3200	460	.14	730	.23
EBT	3	4800	1090	.23*	1540	.32*
EBR	f		440		460	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.95**

33. US 101 NB Ramps & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		680		560	
NBT	0.5	3200	20	.22*	80	.20*
NBR	1	1600	280	.18	400	.25
SBL	0.5		40		10	
SBT	0	3200	0	.12*	0	{.01}*
SBR	1.5		340		250	
EBL	1	1600	20	.01*	300	.19*
EBT	3	4800	820	.17	1960	.41
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1060	.22*	1470	.31*
WBR	0	0	10		20	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.57** **.71**

34. Portola & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	260	.08*	330	.10*
NBT	1	1600	10	.01	30	.02
NBR	1	1600	10	.01	70	.04
SBL	1	1600	30	.02	30	.02
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	130	.08	70	.04
EBL	1	1600	40	.03*	170	.11
EBT	3	4800	690	.14	1750	.36*
EBR	d	1600	230	.14	310	.19
WBL	1	1600	20	.01	70	.04*
WBT	3	4800	900	.19*	980	.21
WBR	0	0	20		40	

Right Turn Adjustment SBR .05*

TOTAL CAPACITY UTILIZATION **.36** **.51**

35. Saratoga & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	30	.02
NBT	1	1600	10	.08*	60	.14*
NBR	0	0	110		170	
SBL	1	1600	30	.02*	40	.03*
SBT	1	1600	40	.03	30	.02
SBR	1	1600	40	.03	20	.01
EBL	1	1600	20	.01*	10	.01
EBT	3	4800	700	.15	1620	.34*
EBR	d	1600	50	.03	160	.10
WBL	1	1600	50	.03	90	.06*
WBT	3	4800	950	.20*	1030	.22
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION **.31** **.57**

38. Telephone & Market

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11	250	.16*
NBT	3	4800	740	.15*	1070	.22
NBR	d	1600	80	.05	110	.07
SBL	1	1600	500	.31*	160	.10
SBT	3	4800	480	.10	840	.18*
SBR	d	1600	180	.11	160	.10
EBL	1	1600	40	.03	210	.13*
EBT	1	1600	270	.17*	240	.15
EBR	1	1600	210	.13	290	.18
WBL	1	1600	60	.04*	190	.12
WBT	1	1600	130	.08	370	.23*
WBR	1	1600	110	.07	630	.39

Right Turn Adjustment WBR .07*

TOTAL CAPACITY UTILIZATION **.67** **.77**

42. Telephone & McGrath

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13*	300	.19*
NBT	3	4800	910	.19	1190	.25
NBR	d	1600	330	.21	100	.06
SBL	1	1600	50	.03	70	.04
SBT	2	3200	610	.19*	1220	.38*
SBR	1	1600	50	.03	50	.03
EBL	1	1600	10	.01	70	.04
EBT	1	1600	30	.02*	30	.02*
EBR	1	1600	220	.14	350	.22
WBL	1	1600	80	.05*	300	.19*
WBT	1	1600	30	.02	80	.05
WBR	1	1600	40	.03	150	.09
Right Turn Adjustment			EBR	.02*	EBR	.06*

TOTAL CAPACITY UTILIZATION **.41** **.84**

45. Catalina & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	1	1600	30	.03*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	240	.08*	70	.02*
SBT	1	1600	20	.04	10	.01
SBR	0	0	40		10	
EBL	0.5		30		20	{.01}*
EBT	1.5	3200	770	.25*	760	.25
EBR	0		10		10	
WBL	1	1600	10	.01*	50	.03
WBT	2	3200	510	.22	790	.29*
WBR	0	0	180		130	

TOTAL CAPACITY UTILIZATION **.37** **.34**

46. Seaward & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	200	.13*
NBT	1	1600	160	.10	180	.11
NBR	1	1600	310	.19	290	.18
SBL	1	1600	30	.02	70	.04
SBT	1	1600	160	.10*	100	.06*
SBR	1	1600	190	.12	80	.05
EBL	1	1600	110	.07	80	.05
EBT	2	3200	730	.23*	660	.21*
EBR	1	1600	180	.11	120	.08
WBL	0.5		90		170	
WBT	1.5	3200	510	.20*	720	.30*
WBR	0		30		80	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.58** **.70**

47. Main & Loma Vista

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	340	.11*	460	.14*
NBR	f		40		180	
SBL	1	1600	590	.37*	390	.24*
SBT	2	3200	580	.18	640	.21
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	50	{.03}*	120	{.08}*
WBT	1	1600	30	.05	40	.10
WBR	2	3200	350	.11	490	.15

TOTAL CAPACITY UTILIZATION **.55** **.51**

49. Main & Telegraph

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300	.19	640	
NBT	1.5	4800	600	.19*	720	.28*
NBR	f		140		90	
SBL	1.5		200		270	.17
SBT	1.5	4800	470	.15*	720	.24*
SBR	0		40		50	
EBL	0	0	0		0	
EBT	2	3200	290	.09	440	.14
EBR	f		700		610	
WBL	0	0	0		0	
WBT	1.5	4800	340	.11*	510	.16*
WBR	1.5		120		210	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.45** **.68**

50. Emma & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	80	.05	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1040	.33*	1210	.38*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	60	.04*	80	.05*
WBT	3	4800	960	.20	1520	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.41** **.45**

51. Lemon Grove & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		50	
NBT	1.5	3200	20	.03*	20	.03*
NBR	0		100	.06	40	
SBL	1.5		30		70	
SBT	0.5	3200	10	.01*	10	.03*
SBR	1	1600	70	.04	70	.04
EBL	1	1600	40	.03	60	.04
EBT	2	3200	1060	.33*	1100	.34*
EBR	d	1600	60	.04	80	.05
WBL	1	1600	30	.02*	30	.02*
WBT	3	4800	930	.20	1340	.29
WBR	0	0	50		50	

Right Turn Adjustment NBR .01*
Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.40** **.42**

53. Kimball & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	390	.12*	570	.18*
SBT	0	0	0		0	
SBR	2	3200	1170	.37	660	.21
EBL	2	3200	300	.09*	900	.28*
EBT	3	4800	420	.09	1160	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	1000	.31*	790	.25*
WBR	1	1600	740	.46	480	.30

Right Turn Adjustment Multi .24*

TOTAL CAPACITY UTILIZATION **.76** **.71**

55. Kimball & SR 126 EB Ramps

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1430	.30*	900	.19*
NBR	f		130		430	
SBL	1	1600	30	.02*	30	.02*
SBT	3	4800	1510	.31	920	.19
SBR	0	0	0		0	
EBL	2	3200	120	.04*	400	.13*
EBT	0	0	10		0	
EBR	f		290		560	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.36** **.34**

56. Kimball & SR 126 WB Ramps

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	640	.20*	290	.09*
NBT	3	4800	850	.18	790	.16
NBR	d	1600	60	.04	220	.14
SBL	1	1600	10	.01	10	.01
SBT	3	4800	740	.15*	570	.12*
SBR	d	1600	200	.13	110	.07
EBL	1.5		40		40	
EBT	0.5	3200	10	.02*	10	.02*
EBR	1	1600	630	.39	260	.16
WBL	0	0	170		120	
WBT	1	1600	130	.19*	80	.13*
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment			EBR	.22*	EBR	.07*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.78** **.43**

58. Kimball & Telegraph

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	170	.05*	120	.04*
NBT	2	3200	90	.03	170	.05
NBR	1	1600	80	.05	170	.11
SBL	1	1600	30	.02	60	.04
SBT	2	3200	180	.06*	180	.06*
SBR	1	1600	30	.02	30	.02
EBL	1	1600	20	.01*	30	.02
EBT	2	3200	180	.06	570	.18*
EBR	1	1600	90	.06	240	.15
WBL	2	3200	200	.06	130	.04*
WBT	2	3200	390	.12*	300	.09
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment					NBR	.02*

TOTAL CAPACITY UTILIZATION **.24** **.34**

60. Ramelli & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03*	70	.04*
NBT	1	1600	0	.00	10	.01
NBR	1	1600	200	.13	510	.32
SBL	1	1600	0	.00	0	.00
SBT	1	1600	0	.01*	10	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	3	4800	450	.11	1550	.36*
EBR	0	0	80		190	
WBL	1	1600	340	.21	210	.13*
WBT	3	4800	1780	.37*	1200	.25
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.17*

TOTAL CAPACITY UTILIZATION **.42** **.71**

61. Montgomery & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	300	.19*	90	.06*
NBT	1	1600	80	.05	20	.01
NBR	d	1600	30	.02	150	.09
SBL	1	1600	20	.01	20	.01
SBT	1	1600	60	.04*	30	.02*
SBR	1	1600	100	.06	20	.01
EBL	1	1600	10	.01*	40	.03
EBT	2	3200	570	.18	800	.25*
EBR	d	1600	100	.06	150	.09
WBL	1	1600	130	.08	90	.06*
WBT	2	3200	1110	.35*	730	.23
WBR	1	1600	10	.01	20	.01
Right Turn Adjustment			SBR	.01*		

TOTAL CAPACITY UTILIZATION **.60** **.39**

63. Petit & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	140	.09
NBT	1	1600	40	.11	60	.21*
NBR	0	0	130		270	
SBL	1	1600	40	.03	30	.02*
SBT	1	1600	70	.04*	50	.03
SBR	1	1600	120	.08	80	.05
EBL	1	1600	90	.06*	90	.06
EBT	2	3200	320	.10	780	.24*
EBR	d	1600	90	.06	260	.16
WBL	1	1600	190	.12	200	.13*
WBT	2	3200	790	.25*	580	.18
WBR	d	1600	30	.02	50	.03

TOTAL CAPACITY UTILIZATION **.46** **.60**

65. Sanjon & Thompson

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	530	.17*	540	.17*
NBT	0	0	0		0	
NBR	1	1600	180	.11	220	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	480	.24*	680	.31*
EBR	0	0	300		300	
WBL	1	1600	120	.08*	150	.09*
WBT	2	3200	510	.16	770	.24
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.49** **.57**

68. Seaward & Thompson

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08	210	.13*
NBT	2	3200	480	.15*	500	.16
NBR	d	1600	220	.14	180	.11
SBL	1	1600	110	.07*	60	.04
SBT	2	3200	380	.12	360	.11*
SBR	d	1600	50	.03	90	.06
EBL	1	1600	100	.06	90	.06
EBT	2	3200	650	.22*	790	.28*
EBR	0	0	60		110	
WBL	2	3200	200	.06*	280	.09*
WBT	2	3200	420	.13	770	.24
WBR	1	1600	40	.03	60	.04

TOTAL CAPACITY UTILIZATION **.50** **.61**

71. Sanjon & Harbor

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	190	.12*	390	.24*
SBT	0	0	0		0	
SBR	1	1600	70	.04	120	.08
EBL	1	1600	60	.04*	120	.08*
EBT	1	1600	270	.17	470	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	260	.16*	590	.37*
WBR	1	1600	480	.30	280	.18
Right Turn Adjustment			WBR	.05*		

TOTAL CAPACITY UTILIZATION **.37** **.69**

75. Ashwood & Telegraph

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	40	.03
NBT	1	1600	50	.03*	90	.06*
NBR	d	1600	40	.03	60	.04
SBL	1	1600	70	.04*	170	.11*
SBT	1	1600	50	.03	70	.04
SBR	1	1600	120	.08	120	.08
EBL	1	1600	80	.05*	150	.09
EBT	2	3200	510	.16	830	.26*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	60	.04*
WBT	2	3200	550	.17*	580	.18
WBR	d	1600	110	.07	100	.06

TOTAL CAPACITY UTILIZATION **.29** **.47**

77. Day & Telegraph

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	230	.07*	340	.11*
SBT	0	0	0		0	
SBR	1	1600	90	.06	100	.06
EBL	1	1600	100	.06*	50	.03
EBT	2	3200	500	.16	910	.28*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	940	.29*	770	.24
WBR	d	1600	350	.22	260	.16

TOTAL CAPACITY UTILIZATION **.42** **.39**

85. Victoria & Olivas Park

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	810	.25*	660	.21*
NBT	3	4800	1920	.40	1830	.38
NBR	1	1600	500	.31	440	.28
SBL	2	3200	520	.16	220	.07
SBT	3	4800	1610	.34*	1770	.37*
SBR	f		160		180	
EBL	2	3200	260	.08	360	.11
EBT	2	3200	170	.05*	250	.08*
EBR	f		220		890	
WBL	1	1600	120	.08*	360	.23*
WBT	2	3200	70	.02	340	.11
WBR	f		120		240	

TOTAL CAPACITY UTILIZATION **.72** **.89**

86. Telephone & Olivas Park

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	2	3200	420	.13*	870	.27*
SBT	1	1600	10	.01	10	.01
SBR	d	1600	470	.29	880	.55
EBL	2	3200	670	.21*	640	.20*
EBT	2	3200	350	.11	520	.16
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	2	3200	440	.14*	400	.13*
WBR	1	1600	610	.38	730	.46
Right Turn Adjustment			WBR	.14*	Multi	.25*
TOTAL CAPACITY UTILIZATION			**.64**		**.87**	

91. Johnson & Ralston

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	130	.08*
NBT	2	3200	550	.17	800	.25
NBR	d	1600	30	.02	200	.13
SBL	1	1600	50	.03	60	.04
SBT	2	3200	800	.25*	920	.29*
SBR	d	1600	90	.06	50	.03
EBL	1	1600	40	.03*	80	.05
EBT	1	1600	120	.08	260	.16*
EBR	d	1600	110	.07	260	.16
WBL	1	1600	110	.07	70	.04*
WBT	1	1600	290	.18*	140	.09
WBR	d	1600	90	.06	80	.05
TOTAL CAPACITY UTILIZATION			**.52**		**.57**	

92. Johnson & Bristol

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	70	.04*
NBT	2	3200	590	.18	1050	.33
NBR	f		290		1180	
SBL	1	1600	10	.01	20	.01
SBT	2	3200	1010	.32*	1170	.37*
SBR	0	0	10		20	
EBL	1	1600	10	.01	20	.01
EBT	1	1600	40	.03*	310	.19*
EBR	1	1600	140	.09	190	.12
WBL	2	3200	1090	.34*	600	.19*
WBT	1	1600	270	.17	200	.13
WBR	d	1600	50	.03	30	.02
Right Turn Adjustment			EBR	.04*		
TOTAL CAPACITY UTILIZATION			**.75**		**.79**	

94. Johnson & North Bank

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	90	.06*
NBT	3	4800	190	.04	530	.11
NBR	d	1600	30	.02	230	.14
SBL	1	1600	60	.04	130	.08
SBT	3	4800	1610	.38*	1490	.35*
SBR	0	0	230		170	
EBL	2.5		570	.12*	1820	.38*
EBT	1.5	6400	90	.06	410	.26
EBR	1	1600	440	.28	320	.20
WBL	1.5		200		310	
WBT	1.5	4800	140	.07*	180	.10*
WBR	1	1600	40	.03	150	.09
Right Turn Adjustment			EBR	.13*		
TOTAL CAPACITY UTILIZATION			**.74**		**.89**	

95. Bristol & Ramelli

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	1	1600	20	.02*	10	.02*
NBR	0	0	10		20	
SBL	1	1600	20	.01*	50	.03*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	240	.15	140	.09
EBL	1	1600	20	.01*	110	.07
EBT	2	3200	310	.10	790	.25*
EBR	0	0	10		10	
WBL	1	1600	20	.01	10	.01*
WBT	2	3200	1040	.35*	550	.18
WBR	0	0	80		40	
Right Turn Adjustment			SBR	.12*		

TOTAL CAPACITY UTILIZATION **.51** **.31**

96. Montgomery & North Bank

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	40	.03*	110	.07*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	450	.28	200	.13
EBL	1	1600	110	.07*	320	.20*
EBT	2	3200	110	.03	410	.13
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	500	.31*	280	.18*
WBR	d	1600	210	.13	80	.05
Right Turn Adjustment			SBR	.18*		

TOTAL CAPACITY UTILIZATION **.62** **.47**

100. Saticoy & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	140	.09*
NBT	1	1600	200	.13*	140	.09
NBR	1	1600	120	.08	90	.06
SBL	1	1600	200	.13*	90	.06
SBT	1	1600	110	.07	150	.09*
SBR	1	1600	270	.17	160	.10
EBL	1	1600	120	.08*	190	.12*
EBT	2	3200	230	.07	690	.22
EBR	1	1600	110	.07	180	.11
WBL	1	1600	80	.05	110	.07
WBT	2	3200	370	.16*	510	.18*
WBR	0	0	130		60	

TOTAL CAPACITY UTILIZATION **.50** **.48**

101. Saticoy & Telegraph

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	180		70	
NBT	1	1600	70	.19*	50	.10*
NBR	0	0	50		40	
SBL	0	0	10		20	
SBT	1	1600	80	.09*	30	.04*
SBR	0	0	60		20	
EBL	1	1600	20	.01	30	.02
EBT	1	1600	200	.18*	410	.35*
EBR	0	0	80		150	
WBL	1	1600	60	.04*	30	.02*
WBT	1	1600	270	.17	270	.17
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.50** **.51**

102. Wells & Telegraph

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	250	.16*
NBT	1	1600	120	.08	300	.19
NBR	1	1600	60	.04	250	.16
SBL	1	1600	10	.01	10	.01
SBT	1	1600	280	.18*	210	.13*
SBR	1	1600	50	.03	20	.01
EBL	1	1600	20	.01	40	.03
EBT	1	1600	50	.17*	200	.26*
EBR	0	0	220		210	
WBL	1	1600	320	.20*	130	.08*
WBT	1	1600	150	.10	100	.08
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.65** **.63**

104. Wells & SR 126 EB Ramps

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	870	.18	1430	.30
NBR	f		590		1600	
SBL	0	0	0		0	
SBT	3	4800	2660	.55*	1730	.36*
SBR	f		80		60	
EBL	1	1600	100	.06*	340	.21*
EBT	0	0	0		0	
EBR	1	1600	170	.11	620	.39
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.05*	EBR	.18*

TOTAL CAPACITY UTILIZATION **.66** **.75**

105. Wells & Darling

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1250	.26	2870	.60*
NBR	d	1600	60	.04	170	.11
SBL	1	1600	130	.08	350	.22*
SBT	3	4800	2420	.50*	1840	.38
SBR	d	1600	10	.01	10	.01
EBL	0	0	80		30	
EBT	1	1600	30	.13*	40	.07*
EBR	0	0	90		40	
WBL	1	1600	60	.04*	290	.18*
WBT	1	1600	30	.06	40	.15
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.69** **1.07**

106. Wells & Telephone

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	360	.11*	460	.14
NBT	3	4800	1230	.26	2920	.62*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	2500	.52*	1940	.40
SBR	1	1600	130	.08	420	.26
EBL	1.5		150	{.05}*	250	{.08}*
EBT	0.5	3200	0	.05	0	.08
EBR	2	3200	560	.18	570	.18
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.04*		

TOTAL CAPACITY UTILIZATION **.74** **.73**

114. California & Thompson

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40		30	.02
NBT	0.5	3200	10	.02*	30	.02*
NBR	1	1600	50	.03	80	.05
SBL	1.5		140		160	
SBT	1.5	4800	80	.05*	170	.07*
SBR	0		20		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	870	.32*	940	.33*
EBR	0	0	150		100	
WBL	1	1600	60	.04*	80	.05*
WBT	2	3200	320	.10	400	.14
WBR	0	0	10		60	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.43** **.47**

115. Chestnut & Thompson

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	30	.02	80	.05
SBT	1	1600	270	.18*	350	.24*
SBR	0	0	10		30	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	590	.18*	670	.21*
EBR	f		410		520	
WBL	1	1600	200	.13*	210	.13*
WBT	2	3200	450	.15	630	.22
WBR	0	0	30		70	

TOTAL CAPACITY UTILIZATION **.50** **.59**

120. Ventura & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	50	.03
NBT	1	1600	360	.23*	690	.43*
NBR	1	1600	20	.01	30	.02
SBL	1	1600	120	.08*	110	.07*
SBT	1	1600	370	.23	380	.24
SBR	1	1600	60	.04	50	.03
EBL	1	1600	30	.02	150	.09*
EBT	1	1600	160	.10*	300	.19
EBR	d	1600	30	.02	40	.03
WBL	1	1600	10	.01*	20	.01
WBT	1	1600	90	.06	190	.12*
WBR	1	1600	160	.10	140	.09

TOTAL CAPACITY UTILIZATION **.42** **.71**

132. Ventura & Stanley

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	340	.21*	290	.18*
NBT	1	1600	260	.16	360	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	470	.29*	380	.24*
SBR	1	1600	530	.33	380	.24
EBL	1	1600	400	.25*	660	.41*
EBT	0	0	0		0	
EBR	1	1600	230	.14	140	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.75** **.83**

136. US 101 SB Ramps & Valentine

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		470	.15*	550	.17*
SBT	0	4800	0		0	
SBR	1.5		70		20	
EBL	1	1600	120	.08*	540	.34*
EBT	2	3200	180	.06	700	.22
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	1000	.31*	400	.13*
WBR	f		820		910	

TOTAL CAPACITY UTILIZATION **.54** **.64**

138. Johnson & US 101 SB Ramps

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	690	.43*
NBT	1	1600	150	.09	550	.34
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	620	.39*	400	.25*
SBR	f		1610		1750	
EBL	1	1600	130	.08*	290	.18*
EBT	0	0	0		0	
EBR	1	1600	130	.08	100	.06
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.57** **.86**

160. Victoria & US 101 NB Ramps

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	530	.17*	580	.18*
NBT	3	4800	1430	.30	1990	.41
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2730	.43*	2270	.35*
SBR	1	1600	140	.09	370	.23
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	840	.26*	610	.19*
WBT	0	0	0		0	
WBR	3	4800	870	.18	1170	.24

TOTAL CAPACITY UTILIZATION **.86** **.72**

161. Victoria & Valentine

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	220	.07*
NBT	3	4800	1850	.39	2370	.50
NBR	0	0	20		50	
SBL	1	1600	40	.03	50	.03
SBT	2	3200	1780	.56*	1650	.52*
SBR	f		1700		1190	
EBL	2.5		300		650	
EBT	0.5	4800	50	.07*	20	.14*
EBR	1	1600	340	.21	580	.36
WBL	0	0	20		20	
WBT	1	1600	10	.02*	30	.03*
WBR	1	1600	80	.05	100	.06
Right Turn Adjustment			EBR	.06*	EBR	.15*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

TOTAL CAPACITY UTILIZATION **.79** **.91**

162. California & Harbor

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	230	.14*	340	.21*
SBT	0	0	0		0	
SBR	1	1600	30	.02	50	.03
EBL	1	1600	10	.01	80	.05*
EBT	1	1600	240	.15*	260	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	160	.07	230	.11*
WBR	0	0	50		130	

TOTAL CAPACITY UTILIZATION **.29** **.37**

163. Santa Clara & Main

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	260	.08	220	.07
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	350	.11*	460	.15*
EBR	0	0	10		10	
WBL	1	1600	140	.09*	170	.11*
WBT	2	3200	360	.12	490	.16
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.25** **.30**

164. Seaward & Poli

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	160		180	
NBT	1	1600	0	.18*	0	.22*
NBR	0	0	130		170	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	150	.09*	350	.22*
EBR	d	1600	80	.05	130	.08
WBL	1	1600	240	.15*	110	.07*
WBT	1	1600	170	.11	300	.19
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.42** **.51**

165. Seaward & Harbor

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	80	.05
NBT	2	3200	370	.13*	300	.12*
NBR	0	0	40		70	
SBL	2	3200	700	.22*	700	.22*
SBT	2	3200	180	.06	320	.10
SBR	1	1600	320	.20	440	.28
EBL	2	3200	340	.11	320	.10
EBT	2	3200	700	.23*	1270	.41*
EBR	0	0	20		50	
WBL	1	1600	20	.01*	30	.02*
WBT	2	3200	290	.09	500	.16
WBR	2	3200	1090	.34	1330	.42
Right Turn Adjustment			WBR	.05*		

TOTAL CAPACITY UTILIZATION **.64** **.77**

166. College & Telegraph

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.07*	0	.07*
NBR	0	0	70		90	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	570	.20*	890	.30*
EBR	0	0	60		70	
WBL	1	1600	110	.07*	50	.03*
WBT	2	3200	700	.22	660	.21
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.40**

168. Day & Foothill

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	220	.14*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	270	.17
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	450	.41*	480	.44*
EBR	0	0	200		220	
WBL	1	1600	250	.16*	220	.14*
WBT	1	1600	410	.31	430	.30
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.74** **.76**

169. Kimball & Foothill

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	280	.18*	110	.07*
NBT	0	0	0		0	
NBR	1	1600	20	.01	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	210	.26	390	.36*
EBR	0	0	210		190	
WBL	1	1600	70	.04	20	.01*
WBT	1	1600	520	.33*	200	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.44**

170. Petit & Foothill

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		10	
NBT	1	1600	0	.04*	0	.03*
NBR	0	0	10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	170	.11	230	.14*
EBR	1	1600	30	.02	30	.02
WBL	0	0	10		10	{.01}*
WBT	1	1600	480	.31*	190	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.35** **.18**

171. Saticoy & Foothill

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	100		50	
NBT	1	1600	0	.08*	0	.04*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	140	.13	310	.26*
EBR	0	0	60		100	
WBL	0	0	20		20	{.01}*
WBT	1	1600	420	.28*	180	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.36** **.31**

172. Wells & Foothill

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	130	.08*
NBT	0	0	10		10	
NBR	1	1600	40	.03	80	.05
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	60	.04	200	.13*
EBR	1	1600	100	.06	120	.08
WBL	0	0	70		30	{.02}*
WBT	1	1600	300	.24*	60	.06
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.33** **.25**

173. Victoria & SR 126 WB Ramps

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1260	.31	2180	.53*
NBR	0	0	230		350	
SBL	0	0	0		0	
SBT	3	4800	2020	.46*	1560	.34
SBR	0	0	190		80	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	650	.41	430	.27
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	210	.13	150	.09
Right Turn Adjustment			Multi	.43*	Multi	.22*

TOTAL CAPACITY UTILIZATION **.89** **.75**

174. Petit & Telegraph

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	40	.03*
NBT	1	1600	20	.01	10	.01
NBR	1	1600	10	.01	20	.01
SBL	1	1600	30	.02	20	.01
SBT	1	1600	20	.03*	20	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	270	.08	590	.18
EBR	1	1600	50	.03	90	.06
WBL	1	1600	10	.01	10	.01
WBT	1	1600	530	.33*	320	.20*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.42** **.27**

175. Ventura & North Bank

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	90		50	
SBT	1	1600	0	.11*	0	.11*
SBR	0	0	80		130	
EBL	1	1600	180	.11*	550	.34
EBT	2	3200	1090	.34	2590	.81*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	380	.24*	430	.27
WBR	1	1600	60	.04	40	.03

TOTAL CAPACITY UTILIZATION **.46** **.92**

176. Saticoy & Darling

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1600	150	.10	240	.16*
NBR	1	1600	110	.07	30	.02
SBL	0	0	60		10	{.01}*
SBT	1	1600	250	.19*	190	.13
SBR	1	1600	80	.05	90	.06
EBL	0	0	70		50	
EBT	1	1600	70	.11*	60	.09*
EBR	0	0	40		40	
WBL	0	0	70	{.04}*	50	{.03}*
WBT	1	1600	20	.08	70	.08
WBR	0	0	30		10	

TOTAL CAPACITY UTILIZATION **.35** **.29**

177. Wells & SR 126 WB Ramps

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	530	.17	1360	.43*
NBR	f		420		390	
SBL	0	0	0		0	
SBT	2	3200	1050	.33*	740	.23
SBR	f		430		200	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1690		1040	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	180	.11	110	.07
Right Turn Adjustment					WBR	.07*

TOTAL CAPACITY UTILIZATION **.33** **.50**

178. SR-33 Ramps & Stanley

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	720	.45	840	.52
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	270	.17	180	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	710	.44*	940	.59*
WBR	f		180		160	
Right Turn Adjustment			NBR	.25*	NBR	.16*

TOTAL CAPACITY UTILIZATION **.69** **.75**

179. SR-33 Ramps & Shell

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	680		650	
SBT	1	1600	0	.44*	0	.42*
SBR	0	0	30		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	140	.09	110	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	700	.48*	690	.50*
WBR	0	0	70		110	

TOTAL CAPACITY UTILIZATION **.93** **.93**

180. Estates & Telegraph

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	60	.04
NBT	1	1600	10	.05	10	.07*
NBR	0	0	70		100	
SBL	0	0	10		10	{.01}*
SBT	1	1600	10	.02*	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	2	3200	540	.17	820	.26*
EBR	d	1600	60	.04	60	.04
WBL	1	1600	40	.03	90	.06*
WBT	2	3200	640	.20*	790	.25
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.28** **.40**

181. Ventura & Ramona

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	40	.03
NBT	1	1600	370	.24*	630	.40*
NBR	0	0	20		10	
SBL	1	1600	80	.05*	70	.04*
SBT	1	1600	400	.26	470	.31
SBR	0	0	20		30	
EBL	0	0	20	{.01}*	30	{.02}*
EBT	1	1600	10	.03	20	.04
EBR	0	0	10		10	
WBL	0	0	10		20	
WBT	1	1600	20	.03*	30	.04*
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.33** **.50**

182. Olive & Main St

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	580	.36*	450	.28*
SBT	1	1600	20	.06	30	.08
SBR	0	0	80		90	
EBL	0	0	90	{.06}*	280	
EBT	1	1600	80	.11	220	.31*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	160	.11*	170	.11
WBR	1	1600	190	.12	450	.28

TOTAL CAPACITY UTILIZATION **.54** **.61**

190. Petit Av & North Bank Dr

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	40	.03*	80	.05*
SBT	0	0	0		0	
SBR	1	1600	290	.18	240	.15
EBL	1	1600	50	.03*	310	.19*
EBT	2	3200	70	.02	140	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	110	.03*	100	.03*
WBR	d	1600	70	.04	40	.03
Right Turn Adjustment			SBR	.13*		

TOTAL CAPACITY UTILIZATION **.22** **.27**

191. Saticoy Av & North Bank Dr

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	0	.00
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	20		10	
SBL	1	1600	20	.01*	50	.03*
SBT	1	1600	10	.02	30	.04
SBR	0	0	20		30	
EBL	1	1600	20	.01*	40	.03*
EBT	2	3200	100	.03	80	.03
EBR	d	1600	0	.00	10	.01
WBL	1	1600	0	.00	10	.01
WBT	2	3200	50	.02*	90	.03*
WBR	d	1600	60	.04	150	.09
Right Turn Adjustment			WBR	.01*	WBR	.04*

TOTAL CAPACITY UTILIZATION **.08** **.15**

192. Los Angeles Av & North Bank

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	200	.13
NBT	3	4800	1450	.30	3170	.66*
NBR	d	1600	30	.02	70	.04
SBL	1	1600	110	.07	160	.10*
SBT	3	4800	2820	.59*	2260	.47
SBR	d	1600	140	.09	90	.06
EBL	1	1600	50	.03*	110	.07*
EBT	1	1600	10	.01	20	.01
EBR	1	1600	150	.09	160	.10
WBL	1	1600	50	.03	60	.04
WBT	1	1600	10	.01*	20	.01*
WBR	1	1600	100	.06	170	.11
Right Turn Adjustment			EBR	.03*	WBR	.02*

TOTAL CAPACITY UTILIZATION **.72** **.86**

193. Saticoy Av & A St

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	240	.15*	140	.09
NBR	1	1600	10	.01	30	.02
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	210	.13	180	.11*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	20	.01*	10	.01*
WBT	0	0	0		0	
WBR	1	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.17** **.12**

194. Wells Rd & A St

2025 Scenario 2 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	140	.09
NBT	2	3200	390	.14	850	.32*
NBR	0	0	50		180	
SBL	1	1600	10	.01	40	.03*
SBT	2	3200	820	.26*	590	.19
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	1	1600	10	.01*	10	.01*
EBR	1	1600	120	.08	60	.04
WBL	1	1600	160	.10*	80	.05*
WBT	1	1600	10	.03	10	.01
WBR	0	0	30		10	
Right Turn Adjustment			EBR	.05*		
TOTAL CAPACITY UTILIZATION				**.44**		**.41**

NON-COMMITTED IMPROVEMENTS

105. Wells & Darling

2025 Scenario 2 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1250	.26	2870	.60*
NBR	d	1600	60	.04	170	.11
SBL	2	3200	130	.04	350	.11*
SBT	3	4800	2420	.50*	1840	.38
SBR	d	1600	10	.01	10	.01
EBL	1	1600	80	.05*	30	.02*
EBT	1	1600	30	.08	40	.05
EBR	0	0	90		40	
WBL	2	3200	60	.02	290	.09
WBT	1	1600	30	.06*	40	.15*
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.63** **.88**

SCENARIO 2
(ALTERNATIVE NETWORK)

1. Victoria & Foothill

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	240	.15*
NBT	1	1600	20	.01	70	.04
NBR	1	1600	160	.10	250	.16
SBL	1	1600	10	.01	10	.01
SBT	1	1600	70	.04*	20	.01*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01*	180	.11
EBT	1	1600	290	.18	480	.30*
EBR	1	1600	230	.14	20	.01
WBL	2	3200	370	.12	240	.08*
WBT	1	1600	590	.37*	330	.21
WBR	d	1600	10	.01	20	.01

TOTAL CAPACITY UTILIZATION **.51** **.54**

2. Victoria & Loma Vista

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	270	.17*
NBT	2	3200	240	.08	450	.14
NBR	d	1600	20	.01	30	.02
SBL	1	1600	20	.01	20	.01
SBT	2	3200	480	.15*	270	.08*
SBR	d	1600	100	.06	20	.01
EBL	0	0	80		30	
EBT	1	1600	40	.25*	30	.24*
EBR	0	0	280		320	
WBL	0	0	60	{.04}*	30	{.02}*
WBT	1	1600	40	.10	30	.05
WBR	0	0	60		20	

TOTAL CAPACITY UTILIZATION **.55** **.51**

3. Victoria & Telegraph

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21*	1130	.35*
NBT	2	3200	510	.16	790	.25
NBR	1	1600	150	.09	230	.14
SBL	1	1600	180	.11	200	.13
SBT	3	4800	640	.13*	520	.11*
SBR	d	1600	40	.03	30	.02
EBL	1	1600	50	.03	40	.03
EBT	1.5	4800	350	{.16}*	730	{.23}*
EBR	1.5		650		760	{.21}
WBL	2	3200	360	.11*	220	.07*
WBT	2	3200	600	.19	320	.10
WBR	d	1600	60	.04	70	.04

TOTAL CAPACITY UTILIZATION **.61** **.76**

4. Victoria & Woodland

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13*	60	.04
NBT	3	4800	1380	.30	2010	.45*
NBR	0	0	80		160	
SBL	1	1600	20	.01	20	.01*
SBT	3	4800	1690	.36*	1530	.32
SBR	0	0	40		10	
EBL	0	0	20		20	
EBT	1	1600	10	.11*	10	.04*
EBR	0	0	140		30	
WBL	1.5		250		90	
WBT	0.5	3200	10	.09*	10	.04*
WBR	0		30		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.54**

5. Victoria & SR 126 SB Ramps

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1300	.21	2370	.38*
NBR	0	0	50		40	
SBL	0	0	0		0	
SBT	4	6400	2390	.39*	1740	.29
SBR	0	0	100		90	
EBL	1.5		210		150	
EBT	0.5	3200	200	.13*	120	.08*
EBR	1	1600	210	.13	220	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	250	.16	580	.36
Right Turn Adjustment			WBR	.02*	WBR	.36*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.54** **.82**

6. Victoria & Thille

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	60	.04
NBT	4	6400	1240	.26	2210	.35*
NBR	0	0	460	.29	50	
SBL	1	1600	160	.10	40	.03*
SBT	4	6400	2030	.37*	1740	.30
SBR	0	0	330		210	
EBL	1.5		230		290	
EBT	0.5	3200	30	.08*	10	.09*
EBR	1	1600	130	.08	200	.13
WBL	1	1600	30	.02	110	.07
WBT	1	1600	10	.02*	80	.09*
WBR	0	0	20		70	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.50** **.56**

7. Victoria & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	310	.10*	320	.10
NBT	4	6400	1240	.23	1360	.23*
NBR	0	0	260		140	
SBL	2	3200	370	.12	360	.11*
SBT	4	6400	1610	.25*	1260	.20
SBR	1	1600	330	.21	350	.22
EBL	2	3200	320	.10*	630	.20*
EBT	3	4800	370	.09	930	.22
EBR	0	0	80		130	
WBL	2	3200	130	.04	260	.08
WBT	3	4800	720	.15*	670	.14*
WBR	1	1600	180	.11	340	.21

TOTAL CAPACITY UTILIZATION **.60** **.68**

8. Victoria & Ralston

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	240	.15*	360	.23*
NBT	4	6400	1400	.23	1680	.30
NBR	0	0	60		230	
SBL	1	1600	100	.06	200	.13
SBT	4	6400	1580	.26*	1710	.28*
SBR	0	0	110		110	
EBL	1	1600	40	.03	150	.09
EBT	1	1600	140	.09*	280	.18*
EBR	1	1600	220	.14	290	.18
WBL	1	1600	210	.13*	180	.11*
WBT	1	1600	270	.17	150	.09
WBR	1	1600	190	.12	130	.08

TOTAL CAPACITY UTILIZATION **.63** **.80**

10. Victoria & Moon

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	180	.11
NBT	4	6400	1760	.29*	1920	.36*
NBR	0	0	110		390	
SBL	1	1600	30	.02*	110	.07*
SBT	4	6400	1710	.27	1800	.32
SBR	0	0	20		240	
EBL	1	1600	20	.01	70	.04
EBT	1	1600	70	.04*	80	.05*
EBR	1	1600	30	.02	170	.11
WBL	1	1600	300	.19*	180	.11*
WBT	1	1600	110	.07	60	.04
WBR	1	1600	70	.04	50	.03

TOTAL CAPACITY UTILIZATION .54 .59

14. Hill & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		20	
NBT	1	1600	90	.09*	50	.08*
NBR	0	0	10		60	
SBL	1	1600	60	.04*	240	.15*
SBT	1	1600	30	.02	60	.04
SBR	1	1600	60	.04	240	.15
EBL	1	1600	170	.11*	100	.06
EBT	3	4800	570	.13	1350	.30*
EBR	0	0	50		90	
WBL	1	1600	70	.04	30	.02*
WBT	3	4800	1020	.27*	730	.16
WBR	0	0	290		60	

TOTAL CAPACITY UTILIZATION .51 .55

15. Johnson & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	360	.11*	180	.06
NBT	2	3200	160	.08	220	.08*
NBR	0	0	80		40	
SBL	1	1600	50	.03	80	.05*
SBT	2	3200	150	.05*	190	.06
SBR	d	1600	50	.03	60	.04
EBL	1	1600	60	.04*	50	.03
EBT	3	4800	270	.08	1000	.31*
EBR	0	0	160	.10	570	.36
WBL	1	1600	10	.01	40	.03*
WBT	3	4800	1130	.25*	560	.13
WBR	0	0	50		50	

TOTAL CAPACITY UTILIZATION .45 .47

18. Seaward & US 101 NB Ramps

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	580	.18*
NBT	2	3200	750	.23	800	.25
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	740	.23*	790	.25*
SBR	1	1600	240	.15	280	.18
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	290	.09*	350	.11*
WBT	0	0	0		0	
WBR	2	3200	460	.14	470	.15

TOTAL CAPACITY UTILIZATION .50 .54

19. Monmouth/US 101 SB & Harbor

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	30	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		680		1030	
SBT	0.5	3200	40	.23*	70	.36*
SBR	0		10		40	
EBL	1	1600	120	.08*	160	.10*
EBT	2	3200	400	.13	420	.14
EBR	0	0	20		40	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	390	.24*	570	.36*
WBR	1	1600	310	.19	330	.21

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.58** **.85**

20. Harbor & Olivas Park

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06	140	.09*
NBT	2	3200	980	.31*	1210	.38
NBR	1	1600	450	.28	170	.11
SBL	2	3200	440	.14*	370	.12
SBT	2	3200	670	.21	1350	.42*
SBR	1	1600	150	.09	140	.09
EBL	1	1600	80	.05*	220	.14
EBT	2	3200	90	.03	170	.05*
EBR	d	1600	60	.04	130	.08
WBL	1	1600	70	.04	360	.23*
WBT	2	3200	60	.02*	150	.05
WBR	f		320		410	

TOTAL CAPACITY UTILIZATION **.52** **.79**

23. Mills & Loma Vista

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		360	{.13}*	310	{.10}*
NBT	0.5	3200	70	.13	20	.10
NBR	1	1600	50	.03	80	.05
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01	10	.01
EBT	2	3200	330	.10*	610	.19*
EBR	d	1600	320	.20	550	.34
WBL	1	1600	90	.06*	70	.04*
WBT	2	3200	420	.13	350	.11
WBR	d	1600	60	.04	20	.01
Right Turn Adjustment					EBR	.08*

TOTAL CAPACITY UTILIZATION **.33** **.44**

24. Mills & Telegraph

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	170	.11*
NBT	1	1600	430	.27*	280	.18
NBR	1	1600	270	.17	440	.28
SBL	1	1600	60	.04*	130	.08
SBT	2	3200	410	.13	530	.17*
SBR	1	1600	10	.01	10	.01
EBL	1	1600	20	.01	20	.01
EBT	2	3200	300	.09*	540	.17*
EBR	1	1600	80	.05	120	.08
WBL	2	3200	300	.09*	270	.08*
WBT	2	3200	380	.14	410	.15
WBR	0	0	80		60	
Right Turn Adjustment					NBR	.02*

TOTAL CAPACITY UTILIZATION **.49** **.55**

25. Mills & Maple

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05
NBT	2	3200	1070	.37*	970	.35*
NBR	0	0	110		140	
SBL	1	1600	60	.04*	120	.08*
SBT	2	3200	800	.27	1030	.34
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	240		250	
WBT	1	1600	20	.16*	20	.17*
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.57** **.60**

26. Mills & Dean

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	110	.07*
NBT	2	3200	1300	.41*	1110	.35
NBR	1	1600	290	.18	390	.24
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	910	.29	1130	.36*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	30	.02*
EBR	1	1600	20	.01	200	.13
WBL	2	3200	440	.14*	270	.08*
WBT	1	1600	50	.05	50	.06
WBR	0	0	30		40	
Right Turn Adjustment					EBR	.06*

TOTAL CAPACITY UTILIZATION **.58** **.59**

27. Mills & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	110		360	
NBT	1	1600	300	.26*	490	.53*
NBR	1	1600	270	.17	220	.14
SBL	2.5		1020		1190	
SBT	0.5	4800	390	.30*	360	.33*
SBR	0		40		50	
EBL	2	3200	140	.04*	110	.03
EBT	4	6400	990	.15	960	.15*
EBR	1	1600	170	.11	350	.22
WBL	2	3200	370	.12	400	.13*
WBT	3	4800	1090	.23*	1220	.25
WBR	2	3200	1290	.40	1140	.36

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.83** **1.14**

28. US 101 NB Ramps & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	600	.19*	310	.10*
SBT	0	0	0		0	
SBR	3	4800	1780	.37	1280	.27
EBL	0	0	0		0	
EBT	3	4800	1980	.41*	2250	.47*
EBR	f		310		140	
WBL	2	3200	390	.12*	490	.15*
WBT	3	4800	970	.20	1490	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.72** **.72**

29. SR 126 EB Ramps & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	310	.10	500	.16*
EBT	3	4800	2240	.47*	2320	.48
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1160	.24	2020	.42*
WBR	f		130		320	

TOTAL CAPACITY UTILIZATION **.47** **.58**

30. Callens & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		170	{.06}*	610	{.19}*
NBT	0.5	3200	10	.06	10	.19
NBR	1	1600	60	.04	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	4	6400	1940	.30*	2160	.34*
EBR	d	1600	280	.18	150	.09
WBL	2	3200	100	.03*	190	.06*
WBT	3	4800	1120	.24	1720	.36
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.41** **.61**

31. Donlon & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		160		510	
NBT	0	3200	0	.06*	0	.23*
NBR	0.5		30		210	
SBL	1.5		330		320	
SBT	0.5	3200	160	.15*	90	.13*
SBR	1	1600	180	.11	190	.12
EBL	0	0	0		0	
EBT	4	6400	1740	.27*	2220	.35*
EBR	d	1600	160	.10	130	.08
WBL	2	3200	110	.03*	260	.08*
WBT	3	4800	1000	.21	1350	.28
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.51** **.79**

32. Telephone & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08	520	.16
NBT	2	3200	310	.10*	1110	.35*
NBR	1	1600	130	.08	350	.22
SBL	1.5		240	.15	480	
SBT	1.5	4800	1060	.33*	810	.27*
SBR	f		720		920	
EBL	2	3200	450	.14	710	.22
EBT	3	4800	970	.20*	1340	.28*
EBR	f		320		440	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.90**

33. US 101 NB Ramps & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		700		560	
NBT	0.5	3200	20	.23*	100	.21*
NBR	1	1600	270	.17	400	.25
SBL	0.5		40		10	
SBT	0	3200	0	{.11}*	0	{.01}*
SBR	1.5		330		220	
EBL	1	1600	20	.01*	270	.17*
EBT	3	4800	780	.16	1930	.40
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1020	.21*	1430	.30*
WBR	0	0	10		20	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.69**

34. Portola & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	270	.08*	310	.10*
NBT	1	1600	10	.01	40	.03
NBR	1	1600	10	.01	70	.04
SBL	1	1600	30	.02	30	.02
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	140	.09	70	.04
EBL	1	1600	40	.03*	170	.11
EBT	3	4800	640	.13	1730	.36*
EBR	d	1600	230	.14	300	.19
WBL	1	1600	20	.01	60	.04*
WBT	3	4800	840	.18*	950	.21
WBR	0	0	20		40	

Right Turn Adjustment SBR .06*

TOTAL CAPACITY UTILIZATION **.36** **.51**

35. Saratoga & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	20	.01
NBT	1	1600	10	.08*	50	.12*
NBR	0	0	110		140	
SBL	1	1600	30	.02*	40	.03*
SBT	1	1600	40	.03	40	.03
SBR	1	1600	20	.01	20	.01
EBL	1	1600	20	.01*	10	.01
EBT	3	4800	650	.14	1610	.34*
EBR	d	1600	60	.04	160	.10
WBL	1	1600	50	.03	90	.06*
WBT	3	4800	900	.19*	1000	.22
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION **.30** **.55**

38. Telephone & Market

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09	80	.05
NBT	3	4800	620	.13*	940	.20*
NBR	d	1600	130	.08	110	.07
SBL	1	1600	410	.26*	170	.11*
SBT	3	4800	370	.08	820	.17
SBR	d	1600	170	.11	170	.11
EBL	1	1600	110	.07	250	.16*
EBT	1	1600	310	.19*	230	.14
EBR	1	1600	50	.03	120	.08
WBL	1	1600	60	.04*	200	.13
WBT	1	1600	130	.08	430	.27*
WBR	1	1600	110	.07	500	.31

TOTAL CAPACITY UTILIZATION **.62** **.74**

42. Telephone & McGrath

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	130	.08*
NBT	3	4800	790	.16	930	.19
NBR	d	1600	290	.18	100	.06
SBL	1	1600	70	.04	70	.04
SBT	2	3200	280	.09*	1050	.33*
SBR	1	1600	60	.04	50	.03
EBL	1	1600	30	.02	70	.04
EBT	1	1600	80	.05*	30	.02*
EBR	1	1600	60	.04	230	.14
WBL	1	1600	60	.04*	340	.21*
WBT	1	1600	30	.02	130	.08
WBR	1	1600	60	.04	120	.08
Right Turn Adjustment					EBR	.06*

TOTAL CAPACITY UTILIZATION **.29** **.70**

45. Catalina & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	1	1600	50	.04*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	250	.08*	80	.03*
SBT	1	1600	20	.04	10	.01
SBR	0	0	50		10	
EBL	0.5		30		10	{.01}*
EBT	1.5	3200	760	.25*	760	.24
EBR	0		20		10	
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	500	.20	760	.28*
WBR	0	0	150		140	

TOTAL CAPACITY UTILIZATION **.38** **.34**

46. Seaward & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	210	.13*
NBT	1	1600	170	.11	150	.09
NBR	1	1600	270	.17	170	.11
SBL	1	1600	30	.02	70	.04
SBT	1	1600	140	.09*	80	.05*
SBR	1	1600	190	.12	80	.05
EBL	1	1600	110	.07	90	.06
EBT	2	3200	700	.22*	640	.20*
EBR	1	1600	200	.13	140	.09
WBL	0.5		80		130	
WBT	1.5	3200	470	.18*	690	.28*
WBR	0		20		80	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.54** **.66**

47. Main & Loma Vista

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	320	.10*	440	.14*
NBR	f		40		200	
SBL	1	1600	570	.36*	370	.23*
SBT	2	3200	540	.17	580	.19
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	50	{.03}*	120	{.08}*
WBT	1	1600	30	.05	40	.10
WBR	2	3200	340	.11	450	.14

TOTAL CAPACITY UTILIZATION **.53** **.50**

49. Main & Telegraph

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.18	600	
NBT	1.5	4800	580	.18*	750	.28*
NBR	f		180		160	
SBL	1.5		190	.12	240	.15
SBT	1.5	4800	490	.16*	780	.26*
SBR	0		30		40	
EBL	0	0	0		0	
EBT	2	3200	240	.08	380	.12
EBR	f		730		630	
WBL	0	0	0		0	
WBT	1.5	4800	310	.10*	440	.14*
WBR	1.5		120		210	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.44** **.68**

50. Emma & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	80	.05	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1110	.35*	1290	.40*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	50	.03*	80	.05*
WBT	3	4800	970	.20	1590	.33
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.42** **.47**

51. Lemon Grove & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		60	
NBT	1.5	3200	20	.03*	20	.04*
NBR	0		130	.08	60	
SBL	1.5		30		80	
SBT	0.5	3200	10	.01*	10	.03*
SBR	1	1600	70	.04	70	.04
EBL	1	1600	40	.03	60	.04
EBT	2	3200	1150	.36*	1270	.40*
EBR	d	1600	40	.03	40	.03
WBL	1	1600	70	.04*	70	.04*
WBT	3	4800	950	.21	1420	.31
WBR	0	0	50		50	

Right Turn Adjustment NBR .02*
Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.46** **.51**

53. Kimball & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	80		60	
NBT	0	0	440		1520	
NBR	0	0	50		70	
SBL	2	3200	210	.07*	440	.14*
SBT	0	0	1310		700	
SBR	2	3200	370	.12	240	.08
EBL	2	3200	130	.04*	70	.02
EBT	3	4800	260	.06	840	.19*
EBR	0	0	30		80	
WBL	0	0	260		80	{.05}*
WBT	2	3200	670	.29*	590	.21
WBR	1	1600	580	.36	350	.22

Right Turn Adjustment Multi .09*

TOTAL CAPACITY UTILIZATION **.49** **.38**

55. Kimball & SR 126 EB Ramps

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1520	.32	1150	.24*
NBR	f		150		700	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	1790	.37*	1030	.21
SBR	0	0	0		0	
EBL	2	3200	110	.03*	290	.09*
EBT	0	0	10		0	
EBR	f		340		630	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.40** **.34**

56. Kimball & SR 126 WB Ramps

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21*	370	.12*
NBT	3	4800	900	.19	860	.18
NBR	d	1600	70	.04	220	.14
SBL	1	1600	10	.01	10	.01
SBT	3	4800	790	.16*	630	.13*
SBR	d	1600	220	.14	80	.05
EBL	1.5		20		20	
EBT	0.5	3200	10	.01*	10	.01*
EBR	1	1600	830	.52	290	.18
WBL	0	0	170		130	
WBT	1	1600	140	.19*	70	.13*
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment			EBR	.35*	EBR	.08*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.92** **.47**

58. Kimball & Telegraph

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	170	.05*	100	.03
NBT	2	3200	110	.03	230	.07*
NBR	1	1600	90	.06	180	.11
SBL	1	1600	20	.01	60	.04*
SBT	2	3200	240	.08*	190	.06
SBR	1	1600	20	.01	30	.02
EBL	1	1600	20	.01*	40	.03
EBT	2	3200	190	.06	570	.18*
EBR	1	1600	80	.05	250	.16
WBL	2	3200	210	.07	140	.04*
WBT	2	3200	400	.13*	300	.09
WBR	1	1600	10	.01	30	.02
Right Turn Adjustment					NBR	.01*

TOTAL CAPACITY UTILIZATION **.27** **.34**

60. Ramelli & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	40	.03*
NBT	1	1600	0	.00	10	.01
NBR	1	1600	30	.02	30	.02
SBL	1	1600	0	.00	0	.00
SBT	1	1600	10	.01*	0	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	3	4800	330	.08	980	.23*
EBR	0	0	40		120	
WBL	1	1600	40	.03	120	.08*
WBT	3	4800	1060	.22*	750	.16
WBR	0	0	0		10	

TOTAL CAPACITY UTILIZATION **.28** **.35**

61. Montgomery & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	220	.14*	40	.03*
NBT	1	1600	80	.05	20	.01
NBR	d	1600	70	.04	170	.11
SBL	1	1600	20	.01	20	.01
SBT	1	1600	60	.04*	20	.01*
SBR	1	1600	100	.06	30	.02
EBL	1	1600	10	.01*	40	.03
EBT	2	3200	550	.17	870	.27*
EBR	d	1600	30	.02	10	.01
WBL	1	1600	110	.07	60	.04*
WBT	2	3200	1130	.35*	690	.22
WBR	1	1600	10	.01	30	.02
Right Turn Adjustment			SBR	.01*	NBR	.05*

TOTAL CAPACITY UTILIZATION **.55** **.40**

63. Petit & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	190	.12*	120	.08
NBT	1	1600	40	.10	60	.22*
NBR	0	0	120		290	
SBL	1	1600	30	.02	20	.01*
SBT	1	1600	90	.06*	50	.03
SBR	1	1600	110	.07	70	.04
EBL	1	1600	90	.06*	90	.06
EBT	2	3200	340	.11	790	.25*
EBR	d	1600	70	.04	250	.16
WBL	1	1600	200	.13	220	.14*
WBT	2	3200	810	.25*	570	.18
WBR	d	1600	20	.01	50	.03

TOTAL CAPACITY UTILIZATION **.49** **.62**

65. Sanjon & Thompson

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	520	.16*	540	.17*
NBT	0	0	0		0	
NBR	1	1600	180	.11	170	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	460	.24*	640	.29*
EBR	0	0	300		300	
WBL	1	1600	120	.08*	140	.09*
WBT	2	3200	510	.16	750	.23
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.48** **.55**

68. Seaward & Thompson

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10	280	.18*
NBT	2	3200	460	.14*	380	.12
NBR	d	1600	150	.09	150	.09
SBL	1	1600	120	.08*	90	.06
SBT	2	3200	330	.10	280	.09*
SBR	d	1600	50	.03	90	.06
EBL	1	1600	80	.05	90	.06
EBT	2	3200	660	.23*	730	.26*
EBR	0	0	80		110	
WBL	2	3200	170	.05*	210	.07*
WBT	2	3200	410	.13	750	.23
WBR	1	1600	40	.03	60	.04

TOTAL CAPACITY UTILIZATION **.50** **.60**

71. Sanjon & Harbor

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	150	.09*	400	.25*
SBT	0	0	0		0	
SBR	1	1600	70	.04	120	.08
EBL	1	1600	60	.04*	120	.08*
EBT	1	1600	300	.19	470	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	260	.16*	570	.36*
WBR	1	1600	480	.30	250	.16
Right Turn Adjustment			WBR	.07*		
TOTAL CAPACITY UTILIZATION				**.36**		**.69**

75. Ashwood & Telegraph

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	40	.03
NBT	1	1600	50	.03*	100	.06*
NBR	d	1600	40	.03	70	.04
SBL	1	1600	60	.04*	160	.10*
SBT	1	1600	50	.03	80	.05
SBR	1	1600	150	.09	120	.08
EBL	1	1600	80	.05*	170	.11
EBT	2	3200	540	.17	840	.26*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	60	.04*
WBT	2	3200	560	.18*	590	.18
WBR	d	1600	110	.07	100	.06
Right Turn Adjustment			SBR	.01*		
TOTAL CAPACITY UTILIZATION				**.31**		**.46**

77. Day & Telegraph

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	230	.07*	340	.11*
SBT	0	0	0		0	
SBR	1	1600	90	.06	110	.07
EBL	1	1600	110	.07*	50	.03
EBT	2	3200	490	.15	900	.28*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	960	.30*	780	.24
WBR	d	1600	340	.21	240	.15
TOTAL CAPACITY UTILIZATION				**.44**		**.39**

85. Victoria & Olivas Park

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	810	.25*	660	.21*
NBT	3	4800	1840	.38	1660	.35
NBR	1	1600	520	.33	480	.30
SBL	2	3200	480	.15	200	.06
SBT	3	4800	1510	.31*	1680	.35*
SBR	f		140		170	
EBL	2	3200	270	.08	340	.11
EBT	2	3200	180	.06*	260	.08*
EBR	f		240		910	
WBL	1	1600	160	.10*	350	.22*
WBT	2	3200	60	.02	410	.13
WBR	f		120		160	
TOTAL CAPACITY UTILIZATION				**.72**		**.86**

86. Telephone & Olivas Park

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	2	3200	490	.15*	880	.28*
SBT	1	1600	10	.01	10	.01
SBR	d	1600	230	.14	410	.26
EBL	2	3200	380	.12*	330	.10*
EBT	2	3200	320	.10	510	.16
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	2	3200	410	.13*	470	.15*
WBR	1	1600	590	.37	740	.46
Right Turn Adjustment			WBR	.13*	WBR	.10*
TOTAL CAPACITY UTILIZATION				**.55**		**.65**

91. Johnson & Ralston

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	150	.09*
NBT	2	3200	410	.13	410	.13
NBR	d	1600	10	.01	100	.06
SBL	1	1600	30	.02	50	.03
SBT	2	3200	380	.12*	670	.21*
SBR	d	1600	70	.04	50	.03
EBL	1	1600	40	.03*	90	.06
EBT	1	1600	80	.05	300	.19*
EBR	d	1600	120	.08	150	.09
WBL	1	1600	150	.09	70	.04*
WBT	1	1600	320	.20*	160	.10
WBR	d	1600	90	.06	40	.03
TOTAL CAPACITY UTILIZATION				**.43**		**.53**

92. Johnson & Bristol

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	90	.06*
NBT	2	3200	380	.12	470	.15
NBR	f		20		290	
SBL	1	1600	20	.01	10	.01
SBT	2	3200	530	.17*	800	.26*
SBR	0	0	20		20	
EBL	1	1600	20	.01*	30	.02
EBT	1	1600	30	.02	250	.16*
EBR	1	1600	140	.09	200	.13
WBL	2	3200	190	.06	110	.03*
WBT	1	1600	220	.14*	120	.08
WBR	d	1600	20	.01	70	.04
TOTAL CAPACITY UTILIZATION				**.33**		**.51**

94. Johnson & North Bank

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	60	.04*
NBT	3	4800	130	.03	330	.07
NBR	d	1600	30	.02	520	.33
SBL	1	1600	20	.01	90	.06
SBT	3	4800	400	.13*	810	.20*
SBR	0	0	260	.16	150	
EBL	2.5		200	.06	650	.20
EBT	1.5	6400	420	.13*	2240	.70*
EBR	1	1600	430	.27	280	.18
WBL	1.5		1840	.58*	1230	.38*
WBT	1.5	4800	170	.11	210	.13
WBR	1	1600	30	.02	140	.09
Right Turn Adjustment			EBR	.09*		
TOTAL CAPACITY UTILIZATION				**.99**		**1.32**

95. Bristol & Ramelli

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	10	.01*
NBT	1	1600	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1600	10	.01	30	.02
SBT	1	1600	20	.01*	30	.02*
SBR	1	1600	100	.06	70	.04
EBL	1	1600	10	.01*	110	.07*
EBT	2	3200	40	.02	90	.03
EBR	0	0	10		10	
WBL	1	1600	20	.01	10	.01
WBT	2	3200	160	.05*	80	.04*
WBR	0	0	10		40	
Right Turn Adjustment			SBR	.04*		

TOTAL CAPACITY UTILIZATION **.12** **.14**

96. Montgomery & North Bank

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	40	.03*	130	.08*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	270	.17	160	.10
EBL	1	1600	110	.07*	210	.13*
EBT	2	3200	130	.04	440	.14
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	550	.34*	320	.20*
WBR	d	1600	180	.11	80	.05
Right Turn Adjustment			SBR	.07*		

TOTAL CAPACITY UTILIZATION **.54** **.43**

100. Saticoy & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	190	.12	150	.09*
NBT	1	1600	200	.13*	130	.08
NBR	1	1600	120	.08	90	.06
SBL	1	1600	160	.10*	90	.06
SBT	1	1600	120	.08	140	.09*
SBR	1	1600	270	.17	160	.10
EBL	1	1600	130	.08*	180	.11
EBT	2	3200	200	.06	650	.20*
EBR	1	1600	100	.06	190	.12
WBL	1	1600	80	.05	110	.07*
WBT	2	3200	350	.15*	480	.16
WBR	0	0	130		30	

TOTAL CAPACITY UTILIZATION **.46** **.45**

101. Saticoy & Telegraph

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	190		80	
NBT	1	1600	70	.19*	60	.11*
NBR	0	0	50		30	
SBL	0	0	10		20	
SBT	1	1600	70	.09*	40	.05*
SBR	0	0	60		20	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	210	.18*	400	.34*
EBR	0	0	70		140	
WBL	1	1600	50	.03*	30	.02*
WBT	1	1600	270	.17	270	.17
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.49** **.52**

102. Wells & Telegraph

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	250	.16*
NBT	1	1600	130	.08	300	.19
NBR	1	1600	50	.03	250	.16
SBL	1	1600	10	.01	10	.01
SBT	1	1600	280	.18*	200	.13*
SBR	1	1600	40	.03	20	.01
EBL	1	1600	20	.01	40	.03
EBT	1	1600	50	.17*	190	.24*
EBR	0	0	220		200	
WBL	1	1600	300	.19*	130	.08*
WBT	1	1600	160	.11	100	.08
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.63** **.61**

104. Wells & SR 126 EB Ramps

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	830	.17	1400	.29
NBR	f		570		1440	
SBL	0	0	0		0	
SBT	3	4800	2490	.52*	1690	.35*
SBR	f		80		60	
EBL	1	1600	100	.06*	340	.21*
EBT	0	0	0		0	
EBR	1	1600	180	.11	610	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.05*	EBR	.17*

TOTAL CAPACITY UTILIZATION **.63** **.73**

105. Wells & Darling

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	50	.03
NBT	3	4800	1200	.25	2680	.56*
NBR	d	1600	70	.04	170	.11
SBL	1	1600	130	.08	350	.22*
SBT	3	4800	2280	.48*	1790	.37
SBR	d	1600	10	.01	10	.01
EBL	0	0	80		30	
EBT	1	1600	30	.13*	40	.07*
EBR	0	0	100		40	
WBL	1	1600	70	.04*	290	.18*
WBT	1	1600	30	.06	40	.14
WBR	0	0	60		190	

TOTAL CAPACITY UTILIZATION **.67** **1.03**

106. Wells & Telephone

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	390	.12
NBT	3	4800	1190	.25	2750	.59*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	2350	.49*	1880	.39
SBR	1	1600	160	.10	420	.26
EBL	1.5		150	{.05}*	260	{.08}*
EBT	0.5	3200	0	.05	0	.08
EBR	2	3200	500	.16	520	.16
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.02*		

TOTAL CAPACITY UTILIZATION **.68** **.70**

114. California & Thompson

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30		30	
NBT	0.5	3200	10	.01*	20	.02*
NBR	1	1600	60	.04	80	.05
SBL	1.5		120		150	
SBT	1.5	4800	90	.05*	190	.07*
SBR	0		20		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	830	.31*	920	.32*
EBR	0	0	170		90	
WBL	1	1600	60	.04*	80	.05*
WBT	2	3200	320	.10	380	.14
WBR	0	0	10		70	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .41 .46

115. Chestnut & Thompson

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	30	.02	100	.06
SBT	1	1600	270	.18*	330	.23*
SBR	0	0	10		30	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	550	.17*	620	.19*
EBR	f		400		550	
WBL	1	1600	200	.13*	200	.13*
WBT	2	3200	450	.15	630	.21
WBR	0	0	30		50	

TOTAL CAPACITY UTILIZATION .49 .56

120. Ventura & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	60	.04
NBT	1	1600	350	.22*	690	.43*
NBR	1	1600	20	.01	30	.02
SBL	1	1600	120	.08*	120	.08*
SBT	1	1600	370	.23	380	.24
SBR	1	1600	60	.04	50	.03
EBL	1	1600	30	.02	150	.09*
EBT	1	1600	160	.10*	290	.18
EBR	d	1600	30	.02	40	.03
WBL	1	1600	10	.01*	20	.01
WBT	1	1600	90	.06	190	.12*
WBR	1	1600	160	.10	140	.09

TOTAL CAPACITY UTILIZATION .41 .72

132. Ventura & Stanley

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	330	.21*	290	.18*
NBT	1	1600	260	.16	360	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	470	.29*	380	.24*
SBR	1	1600	530	.33	390	.24
EBL	1	1600	400	.25*	660	.41*
EBT	0	0	0		0	
EBR	1	1600	230	.14	140	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .75 .83

136. US 101 SB Ramps & Valentine

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		480	.15*	540	.17*
SBT	0	4800	0		0	
SBR	1.5		70		20	
EBL	1	1600	120	.08*	530	.33*
EBT	2	3200	190	.06	700	.22
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	1010	.32*	400	.13*
WBR	f		780		880	

TOTAL CAPACITY UTILIZATION **.55** **.63**

138. Johnson & US 101 SB Ramps

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	660	.41*
NBT	1	1600	160	.10	620	.39
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	670	.42*	400	.25*
SBR	f		1950		1960	
EBL	1	1600	120	.08*	280	.18*
EBT	0	0	0		0	
EBR	1	1600	120	.08	80	.05
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.59** **.84**

160. Victoria & US 101 NB Ramps

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	480	.15*	480	.15*
NBT	3	4800	1380	.29	1840	.38
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2440	.38*	2150	.34*
SBR	1	1600	130	.08	370	.23
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	910	.28*	600	.19*
WBT	0	0	0		0	
WBR	3	4800	860	.18	1080	.23

TOTAL CAPACITY UTILIZATION **.81** **.68**

161. Victoria & Valentine

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08*	210	.07*
NBT	3	4800	1770	.37	2090	.45
NBR	0	0	20		50	
SBL	1	1600	40	.03	50	.03
SBT	2	3200	1600	.50*	1560	.49*
SBR	f		1660		1150	
EBL	2.5		280		670	
EBT	0.5	4800	50	.07*	20	.14*
EBR	1	1600	370	.23	540	.34
WBL	0	0	20		20	
WBT	1	1600	10	.02*	30	.03*
WBR	1	1600	80	.05	100	.06
Right Turn Adjustment			EBR	.08*	EBR	.13*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

TOTAL CAPACITY UTILIZATION **.75** **.86**

162. California & Harbor

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	250	.16*	340	.21*
SBT	0	0	0		0	
SBR	1	1600	30	.02	50	.03
EBL	1	1600	10	.01	80	.05*
EBT	1	1600	240	.15*	260	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	160	.07	230	.11*
WBR	0	0	50		110	

TOTAL CAPACITY UTILIZATION **.31** **.37**

163. Santa Clara & Main

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	250	.08	210	.07
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	340	.11*	460	.15*
EBR	0	0	10		10	
WBL	1	1600	140	.09*	150	.09*
WBT	2	3200	360	.12	480	.16
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.25** **.28**

164. Seaward & Poli

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	160		170	
NBT	1	1600	0	.18*	0	.20*
NBR	0	0	120		150	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	150	.09*	350	.22*
EBR	d	1600	80	.05	140	.09
WBL	1	1600	230	.14*	90	.06*
WBT	1	1600	170	.11	290	.18
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.41** **.48**

165. Seaward & Harbor

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	70	.04
NBT	2	3200	350	.13*	280	.11*
NBR	0	0	50		70	
SBL	2	3200	480	.15*	390	.12*
SBT	2	3200	180	.06	300	.09
SBR	1	1600	320	.20	460	.29
EBL	2	3200	370	.12	390	.12
EBT	2	3200	700	.23*	1190	.39*
EBR	0	0	20		50	
WBL	1	1600	20	.01*	30	.02*
WBT	2	3200	300	.09	470	.15
WBR	2	3200	880	.28	1010	.32
Right Turn Adjustment			WBR	.05*		

TOTAL CAPACITY UTILIZATION **.57** **.64**

166. College & Telegraph

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.06*	0	.07*
NBR	0	0	60		90	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	600	.21*	910	.31*
EBR	0	0	60		70	
WBL	1	1600	110	.07*	50	.03*
WBT	2	3200	730	.23	690	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.41**

168. Day & Foothill

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	210	.13*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	290	.18
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	460	.41*	480	.44*
EBR	0	0	190		220	
WBL	1	1600	270	.17*	210	.13*
WBT	1	1600	410	.31	430	.30
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.75** **.74**

169. Kimball & Foothill

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	310	.19*	180	.11*
NBT	0	0	0		0	
NBR	1	1600	30	.02	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	200	.30*	410	.38*
EBR	0	0	280		200	
WBL	1	1600	60	.04*	30	.02*
WBT	1	1600	530	.33	210	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.53** **.51**

170. Petit & Foothill

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		10	
NBT	1	1600	0	.03*	0	.03*
NBR	0	0	10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	160	.10	240	.15*
EBR	1	1600	30	.02	30	.02
WBL	0	0	10		10	{.01}*
WBT	1	1600	480	.31*	200	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.19**

171. Saticoy & Foothill

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	100		60	
NBT	1	1600	0	.08*	0	.05*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	140	.13	320	.26*
EBR	0	0	60		90	
WBL	0	0	20		20	{.01}*
WBT	1	1600	430	.28*	180	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.36** **.32**

172. Wells & Foothill

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	130	.08*
NBT	0	0	10		10	
NBR	1	1600	40	.03	80	.05
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	50	.04	210	.14*
EBR	1	1600	100	.06	120	.08
WBL	0	0	70		30	{.02}*
WBT	1	1600	310	.24*	60	.06
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.33** **.26**

173. Victoria & SR 126 WB Ramps

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1170	.28	2030	.49*
NBR	0	0	190		320	
SBL	0	0	0		0	
SBT	3	4800	1890	.43*	1480	.33
SBR	0	0	180		90	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	600	.38	370	.23
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	210	.13	180	.11
Right Turn Adjustment			Multi	.40*	Multi	.22*

TOTAL CAPACITY UTILIZATION **.83** **.71**

174. Petit & Telegraph

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	40	.03*
NBT	1	1600	10	.01	10	.01
NBR	1	1600	10	.01	20	.01
SBL	1	1600	20	.01	20	.01
SBT	1	1600	10	.03*	30	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	290	.09	580	.18
EBR	1	1600	50	.03	100	.06
WBL	1	1600	10	.01	10	.01
WBT	1	1600	560	.35*	320	.20*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.44** **.27**

175. Ventura & North Bank

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	20		30	
SBT	1	1600	0	.06*	0	.10*
SBR	0	0	80		130	
EBL	1	1600	180	.11*	440	.28
EBT	2	3200	1190	.37	3280	1.03*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	490	.31*	410	.26
WBR	1	1600	50	.03	30	.02

TOTAL CAPACITY UTILIZATION **.48** **1.13**

176. Saticoy & Darling

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1600	160	.11	220	.14*
NBR	1	1600	110	.07	20	.01
SBL	0	0	60		10	{.01}*
SBT	1	1600	240	.19*	180	.12
SBR	1	1600	80	.05	70	.04
EBL	0	0	60		60	{.04}*
EBT	1	1600	70	.10*	50	.09
EBR	0	0	30		30	
WBL	0	0	80	{.05}*	50	
WBT	1	1600	20	.08	70	.09*
WBR	0	0	30		20	

TOTAL CAPACITY UTILIZATION **.35** **.28**

177. Wells & SR 126 WB Ramps

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	510	.16	1370	.43*
NBR	f		400		370	
SBL	0	0	0		0	
SBT	2	3200	1030	.32*	730	.23
SBR	f		430		210	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1550		1020	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	180	.11	100	.06
Right Turn Adjustment					WBR	.06*

TOTAL CAPACITY UTILIZATION **.32** **.49**

178. SR-33 Ramps & Stanley

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	720	.45	840	.52
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	270	.17	180	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	710	.44*	930	.58*
WBR	f		180		160	
Right Turn Adjustment			NBR	.25*	NBR	.17*

TOTAL CAPACITY UTILIZATION **.69** **.75**

179. SR-33 Ramps & Shell

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	680		650	
SBT	1	1600	0	.44*	0	.42*
SBR	0	0	30		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	140	.09	110	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	700	.48*	690	.50*
WBR	0	0	70		110	

TOTAL CAPACITY UTILIZATION **.93** **.93**

180. Estates & Telegraph

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	50	.03
NBT	1	1600	10	.04	10	.07*
NBR	0	0	60		100	
SBL	0	0	10		10	{.01}*
SBT	1	1600	10	.02*	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	2	3200	550	.17	810	.25*
EBR	d	1600	50	.03	60	.04
WBL	1	1600	40	.03	80	.05*
WBT	2	3200	670	.21*	800	.25
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.28** **.38**

181. Ventura & Ramona

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	40	.03
NBT	1	1600	370	.24*	630	.40*
NBR	0	0	20		10	
SBL	1	1600	80	.05*	70	.04*
SBT	1	1600	390	.26	480	.32
SBR	0	0	20		30	
EBL	0	0	20	{.01}*	30	{.02}*
EBT	1	1600	10	.03	20	.04
EBR	0	0	10		20	
WBL	0	0	10		20	
WBT	1	1600	20	.03*	30	.04*
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.33** **.50**

182. Olive & Main St

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	590	.37*	440	.28*
SBT	1	1600	20	.06	30	.08
SBR	0	0	80		90	
EBL	0	0	90	{.06}*	280	
EBT	1	1600	80	.11	220	.31*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	160	.11*	170	.11
WBR	1	1600	190	.12	450	.28

TOTAL CAPACITY UTILIZATION **.55** **.61**

190. Petit Av & North Bank Dr

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	30	.02*	80	.05*
SBT	0	0	0		0	
SBR	1	1600	300	.19	280	.18
EBL	1	1600	80	.05*	350	.22*
EBT	2	3200	60	.02	140	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	120	.04*	80	.03*
WBR	d	1600	60	.04	40	.03
Right Turn Adjustment			SBR	.13*		
TOTAL CAPACITY UTILIZATION				**.24**		**.30**

191. Saticoy Av & North Bank Dr

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01*
NBT	1	1600	30	.03*	20	.02
NBR	0	0	10		10	
SBL	1	1600	20	.01*	50	.03
SBT	1	1600	10	.02	30	.04*
SBR	0	0	20		30	
EBL	1	1600	20	.01	30	.02*
EBT	2	3200	80	.03*	70	.02
EBR	d	1600	0	.00	10	.01
WBL	1	1600	0	.00	10	.01
WBT	2	3200	40	.01	70	.02*
WBR	d	1600	60	.04	120	.08
Right Turn Adjustment			WBR	.01*	WBR	.04*
TOTAL CAPACITY UTILIZATION				**.08**		**.13**

192. Los Angeles Av & North Bank

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	150	.09
NBT	3	4800	1360	.28	2920	.61*
NBR	d	1600	30	.02	70	.04
SBL	1	1600	110	.07	170	.11*
SBT	3	4800	2600	.54*	2150	.45
SBR	d	1600	150	.09	90	.06
EBL	1	1600	50	.03*	110	.07*
EBT	1	1600	10	.01	20	.01
EBR	1	1600	130	.08	150	.09
WBL	1	1600	50	.03	60	.04
WBT	1	1600	10	.01*	20	.01*
WBR	1	1600	100	.06	170	.11
Right Turn Adjustment			EBR	.02*	WBR	.02*
TOTAL CAPACITY UTILIZATION				**.66**		**.82**

193. Saticoy Av & A St

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	250	.16*	140	.09
NBR	1	1600	10	.01	30	.02
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	200	.13	180	.11*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	20	.01*	10	.01*
WBT	0	0	0		0	
WBR	1	1600	20	.01	10	.01
TOTAL CAPACITY UTILIZATION				**.18**		**.12**

194. Wells Rd & A St

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	140	.09
NBT	2	3200	370	.13	860	.33*
NBR	0	0	50		180	
SBL	1	1600	10	.01	40	.03*
SBT	2	3200	810	.26*	580	.18
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	1	1600	10	.01*	10	.01*
EBR	1	1600	110	.07	60	.04
WBL	1	1600	160	.10*	80	.05*
WBT	1	1600	10	.03	10	.01
WBR	0	0	30		10	
Right Turn Adjustment			EBR	.04*		

TOTAL CAPACITY UTILIZATION **.43** **.42**

196. Ramelli & Ralston

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.00	10	.01
NBT	1	1600	10	.01	30	.13*
NBR	0	0	10		170	
SBL	1	1600	10	.01	0	.00
SBT	1	1600	100	.08*	60	.06
SBR	0	0	30		30	
EBL	1	1600	10	.01*	20	.01
EBT	1	1600	60	.05	300	.23*
EBR	0	0	20		60	
WBL	1	1600	50	.03	10	.01*
WBT	1	1600	360	.24*	110	.07
WBR	0	0	20		0	

TOTAL CAPACITY UTILIZATION **.33** **.37**

197. Kimball & Ralston

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	10	.01
NBT	3	4800	460	.10	1410	.29*
NBR	1	1600	0	.00	70	.04
SBL	1	1600	0	.00	0	.00
SBT	3	4800	1220	.25*	620	.13
SBR	1	1600	330	.21	120	.08
EBL	1	1600	20	.01*	250	.16*
EBT	1	1600	10	.01	140	.09
EBR	1	1600	30	.02	70	.04
WBL	1	1600	0	.00	0	.00
WBT	2	3200	100	.03*	30	.01*
WBR	1	1600	10	.01	10	.01

TOTAL CAPACITY UTILIZATION **.32** **.46**

198. Montgomery & Ralston

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.00	0	.00
NBT	2	3200	260	.10*	190	.10*
NBR	0	0	60		130	
SBL	1	1600	10	.01*	40	.03*
SBT	2	3200	180	.06	230	.07
SBR	0	0	10		0	
EBL	1	1600	10	.01*	60	.04
EBT	1	1600	10	.01	80	.06*
EBR	0	0	0		20	
WBL	1	1600	150	.09	70	.04*
WBT	1	1600	90	.14*	30	.04
WBR	0	0	130		40	

TOTAL CAPACITY UTILIZATION **.26** **.23**

199. Kimball & North Bank

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	20	.01*	50	.03*
SBT	0	0	0		0	
SBR	2	3200	1240	.39	670	.21
EBL	2	3200	350	.11*	1360	.43*
EBT	2	3200	260	.08	630	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	790	.27*	490	.18*
WBR	0	0	70		70	
Right Turn Adjustment			SBR	.30*		
TOTAL CAPACITY UTILIZATION				**.69**		**.64**

200. Harbor & Mills

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	440	.14*	830	.26*
NBR	1	1600	320	.20	190	.12
SBL	1	1600	330	.21*	120	.08*
SBT	2	3200	570	.18	750	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	50	.03*	400	.25*
WBT	0	0	0		0	
WBR	1	1600	40	.03	280	.18
Right Turn Adjustment			NBR	.04*		
TOTAL CAPACITY UTILIZATION				**.42**		**.59**

201. Mills & B St

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.00	0	.00
NBT	2	3200	1040	.33*	1160	.36*
NBR	1	1600	320	.20	690	.43
SBL	1	1600	280	.18*	190	.12*
SBT	2	3200	800	.25	1300	.41
SBR	1	1600	60	.04	140	.09
EBL	1	1600	80	.05	110	.07
EBT	1	1600	150	.09*	120	.08*
EBR	1	1600	0	.00	0	.00
WBL	2	3200	420	.13*	600	.19*
WBT	1	1600	80	.05	150	.09
WBR	1	1600	100	.06	420	.26
TOTAL CAPACITY UTILIZATION				**.73**		**.75**

202. Telephone & B St

2025 Scenario 2 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	260	.16*
NBT	2	3200	950	.30*	820	.26
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	370	.12	1160	.36*
SBR	1	1600	80	.05	430	.27
EBL	1	1600	280	.18*	200	.13*
EBT	0	0	0		0	
EBR	1	1600	390	.24	140	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				**.48**		**.65**

NON-COMMITTED IMPROVEMENTS

27. Mills & Main

2025 Scenario 2 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.07	360	.23*
NBT	2	3200	300	.09*	490	.15
NBR	1	1600	270	.17	220	.14
SBL	2.5		1020		1190	
SBT	1.5	6400	390	.23*	360	.25*
SBR	0		40		50	
EBL	2	3200	140	.04*	110	.03
EBT	4	6400	990	.15	960	.15*
EBR	1	1600	170	.11	350	.22
WBL	2	3200	370	.12	400	.13*
WBT	3	4800	1090	.23*	1220	.25
WBR	2	3200	1290	.40	1140	.36

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.76**

94. Johnson & North Bank

2025 Scenario 2 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	60	.04*
NBT	3	4800	130	.03	330	.07
NBR	d	1600	30	.02	520	.33
SBL	1	1600	20	.01	90	.06
SBT	3	4800	400	.13*	810	.20*
SBR	0	0	260	.16	150	
EBL	2	3200	200	.06	650	.20
EBT	3	4800	420	.09*	2240	.47*
EBR	1	1600	430	.27	280	.18
WBL	3	4800	1840	.38*	1230	.26*
WBT	2	3200	170	.06	210	.11
WBR	0	0	30		140	

Right Turn Adjustment EBR .13*

TOTAL CAPACITY UTILIZATION **.79** **.97**

105. Wells & Darling

2025 Scenario 2 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	50	.03
NBT	3	4800	1200	.25	2680	.56*
NBR	d	1600	70	.04	170	.11
SBL	2	3200	130	.04	350	.11*
SBT	3	4800	2280	.48*	1790	.37
SBR	d	1600	10	.01	10	.01
EBL	1	1600	80	.05*	30	.02*
EBT	1	1600	30	.08	40	.05
EBR	0	0	100		40	
WBL	2	3200	70	.02	290	.09
WBT	1	1600	30	.06*	40	.14*
WBR	0	0	60		190	

TOTAL CAPACITY UTILIZATION **.61** **.83**

175. Ventura & North Bank

2025 Scenario 2 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	20		30	
SBT	1	1600	0	.06*	0	.10*
SBR	0	0	80		130	
EBL	1	1600	180	.11*	440	.28
EBT	3	4800	1190	.25	3280	.68*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	490	.31*	410	.26
WBR	1	1600	50	.03	30	.02

TOTAL CAPACITY UTILIZATION **.48** **.78**

SCENARIO 3

1. Victoria & Foothill

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	240	.15*
NBT	1	1600	10	.01	80	.05
NBR	1	1600	180	.11	330	.21
SBL	1	1600	10	.01	10	.01
SBT	1	1600	60	.04*	20	.01*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01*	180	.11
EBT	1	1600	300	.19	460	.29*
EBR	1	1600	220	.14	20	.01
WBL	2	3200	460	.14	250	.08*
WBT	1	1600	560	.35*	330	.21
WBR	d	1600	10	.01	20	.01

TOTAL CAPACITY UTILIZATION **.49** **.53**

2. Victoria & Loma Vista

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	250	.16*
NBT	2	3200	270	.08	540	.17
NBR	d	1600	20	.01	40	.03
SBL	1	1600	20	.01	20	.01
SBT	2	3200	530	.17*	290	.09*
SBR	d	1600	110	.07	20	.01
EBL	0	0	70		20	
EBT	1	1600	30	.24*	30	.23*
EBR	0	0	280		320	
WBL	0	0	70	{.04}*	30	{.02}*
WBT	1	1600	40	.11	30	.05
WBR	0	0	60		20	

TOTAL CAPACITY UTILIZATION **.56** **.50**

3. Victoria & Telegraph

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	680	.21*	1150	.36*
NBT	2	3200	540	.17	900	.28
NBR	1	1600	150	.09	220	.14
SBL	1	1600	150	.09	200	.13
SBT	3	4800	720	.15*	540	.11*
SBR	d	1600	40	.03	30	.02
EBL	1	1600	60	.04	40	.03
EBT	1.5	4800	350	{.16}*	720	{.23}*
EBR	1.5		690		790	{.22}
WBL	2	3200	340	.11*	230	.07*
WBT	2	3200	580	.18	330	.10
WBR	d	1600	50	.03	60	.04

TOTAL CAPACITY UTILIZATION **.63** **.77**

4. Victoria & Woodland

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	60	.04
NBT	3	4800	1440	.32	2120	.47*
NBR	0	0	80		140	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	1810	.38*	1580	.33
SBR	0	0	30		10	
EBL	0	0	10		20	
EBT	1	1600	10	.11*	10	.04*
EBR	0	0	150		30	
WBL	1.5		260		90	
WBT	0.5	3200	10	.09*	10	.04*
WBR	0		20		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.56**

5. Victoria & SR 126 SB Ramps

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1430	.23	2680	.43*
NBR	0	0	50		40	
SBL	0	0	0		0	
SBT	4	6400	2550	.41*	1860	.30
SBR	0	0	70		80	
EBL	1.5		220		160	
EBT	0.5	3200	190	.13*	130	.09*
EBR	1	1600	230	.14	250	.16
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	260	.16	560	.35
Right Turn Adjustment			Multi	.03*	WBR	.35*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.57** **.87**

6. Victoria & Thille

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	60	.04
NBT	4	6400	1360	.28	2490	.40*
NBR	0	0	480	.30	50	
SBL	1	1600	170	.11	40	.03*
SBT	4	6400	2170	.40*	1860	.33
SBR	0	0	360		230	
EBL	1.5		240		320	
EBT	0.5	3200	30	.08*	10	.10*
EBR	1	1600	120	.08	200	.13
WBL	1	1600	30	.02	120	.08
WBT	1	1600	10	.02*	60	.08*
WBR	0	0	20		70	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.53** **.61**

7. Victoria & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	300	.09*	320	.10
NBT	4	6400	1300	.24	1650	.28*
NBR	0	0	260		150	
SBL	2	3200	340	.11	350	.11*
SBT	4	6400	1730	.27*	1360	.21
SBR	1	1600	370	.23	400	.25
EBL	2	3200	400	.13*	640	.20*
EBT	3	4800	390	.10	900	.21
EBR	0	0	80		120	
WBL	2	3200	220	.07	290	.09
WBT	3	4800	740	.15*	620	.13*
WBR	1	1600	170	.11	320	.20

TOTAL CAPACITY UTILIZATION **.64** **.72**

8. Victoria & Ralston

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	260	.16*	410	.26*
NBT	4	6400	1430	.24	1960	.34
NBR	0	0	80		220	
SBL	1	1600	100	.06	210	.13
SBT	4	6400	1780	.30*	1800	.30*
SBR	0	0	110		110	
EBL	1	1600	40	.03	140	.09
EBT	1	1600	110	.07*	240	.15*
EBR	1	1600	220	.14	320	.20
WBL	1	1600	260	.16*	140	.09*
WBT	1	1600	230	.14	130	.08
WBR	1	1600	190	.12	120	.08

TOTAL CAPACITY UTILIZATION **.69** **.80**

10. Victoria & Moon

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	180	.11
NBT	4	6400	1820	.30	2240	.40*
NBR	0	0	100		330	
SBL	1	1600	40	.03	120	.08*
SBT	4	6400	1950	.31*	1860	.33
SBR	0	0	20		250	
EBL	1	1600	30	.02	70	.04
EBT	1	1600	70	.04*	90	.06*
EBR	1	1600	30	.02	180	.11
WBL	1	1600	300	.19*	140	.09*
WBT	1	1600	110	.07	60	.04
WBR	1	1600	70	.04	50	.03

TOTAL CAPACITY UTILIZATION **.57** **.63**

14. Hill & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		30	
NBT	1	1600	100	.10*	60	.14*
NBR	0	0	10		140	
SBL	1	1600	50	.03*	250	.16*
SBT	1	1600	40	.03	70	.04
SBR	1	1600	70	.04	230	.14
EBL	1	1600	170	.11*	110	.07
EBT	3	4800	510	.12	1210	.29*
EBR	0	0	60		200	
WBL	1	1600	180	.11	30	.02*
WBT	3	4800	1120	.29*	720	.16
WBR	0	0	280		50	

TOTAL CAPACITY UTILIZATION **.53** **.61**

15. Johnson & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	190	.06
NBT	2	3200	170	.11	230	.14*
NBR	0	0	170		400	.25
SBL	1	1600	30	.02	100	.06*
SBT	2	3200	170	.05*	210	.07
SBR	d	1600	40	.03	40	.03
EBL	1	1600	50	.03*	30	.02
EBT	3	4800	220	.07	1080	.31*
EBR	0	0	170	.11	430	
WBL	1	1600	320	.20	360	.23*
WBT	3	4800	1390	.30*	540	.12
WBR	0	0	60		40	

TOTAL CAPACITY UTILIZATION **.48** **.74**

18. Seaward & US 101 NB Ramps

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	610	.19*	650	.20*
NBT	2	3200	920	.29	970	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	860	.27*	1080	.34*
SBR	1	1600	230	.14	190	.12
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	440	.14*	430	.13*
WBT	0	0	0		0	
WBR	2	3200	400	.13	450	.14

TOTAL CAPACITY UTILIZATION **.60** **.67**

19. Monmouth/US 101 SB & Harbor

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	50	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		630		1060	
SBT	0.5	3200	50	.22*	80	.37*
SBR	0		10		40	
EBL	1	1600	130	.08*	160	.10*
EBT	2	3200	410	.13	430	.15
EBR	0	0	20		50	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	390	.24*	620	.39*
WBR	1	1600	320	.20	320	.20

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.57** **.89**

20. Harbor & Olivas Park

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	150	.09
NBT	2	3200	880	.28*	1030	.32*
NBR	1	1600	520	.33	250	.16
SBL	2	3200	500	.16*	500	.16*
SBT	2	3200	610	.19	1170	.37
SBR	1	1600	140	.09	120	.08
EBL	1	1600	70	.04	170	.11
EBT	2	3200	150	.05*	250	.08*
EBR	d	1600	60	.04	130	.08
WBL	1	1600	80	.05*	420	.26*
WBT	2	3200	100	.03	150	.05
WBR	f		380		690	
Right Turn Adjustment			NBR	.01*		

TOTAL CAPACITY UTILIZATION **.55** **.82**

23. Mills & Loma Vista

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380	{.14}*	290	{.10}*
NBT	0.5	3200	70	.14	20	.10
NBR	1	1600	40	.03	70	.04
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01	10	.01
EBT	2	3200	340	.11*	620	.19*
EBR	d	1600	310	.19	530	.33
WBL	1	1600	80	.05*	80	.05*
WBT	2	3200	420	.13	360	.11
WBR	d	1600	60	.04	20	.01
Right Turn Adjustment					EBR	.07*

TOTAL CAPACITY UTILIZATION **.34** **.44**

24. Mills & Telegraph

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	150	.09*
NBT	1	1600	420	.26*	260	.16
NBR	1	1600	210	.13	370	.23
SBL	1	1600	60	.04*	130	.08
SBT	2	3200	380	.12	470	.15*
SBR	1	1600	10	.01	10	.01
EBL	1	1600	30	.02	20	.01
EBT	2	3200	350	.11*	550	.17*
EBR	1	1600	80	.05	130	.08
WBL	2	3200	260	.08*	220	.07*
WBT	2	3200	410	.15	430	.15
WBR	0	0	70		60	
Right Turn Adjustment					NBR	.02*

TOTAL CAPACITY UTILIZATION **.49** **.50**

25. Mills & Maple

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05
NBT	2	3200	1000	.34*	830	.30*
NBR	0	0	80		120	
SBL	1	1600	50	.03*	110	.07*
SBT	2	3200	730	.24	910	.30
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	220		210	
WBT	1	1600	20	.15*	20	.14*
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.52** **.51**

26. Mills & Dean

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	100	.06*
NBT	2	3200	1210	.38*	950	.30
NBR	1	1600	270	.17	380	.24
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	820	.26	960	.31*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	30	.02*
EBR	1	1600	20	.01	220	.14
WBL	2	3200	420	.13*	250	.08*
WBT	1	1600	50	.05	50	.06
WBR	0	0	30		40	
Right Turn Adjustment					EBR	.07*

TOTAL CAPACITY UTILIZATION **.54** **.54**

27. Mills & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30		30	
NBT	1	1600	60	.06*	80	.07*
NBR	1	1600	360	.23	250	.16
SBL	2.5		1220		1320	
SBT	0.5	4800	80	.28*	90	.30*
SBR	0		40		20	
EBL	2	3200	110	.03*	100	.03*
EBT	4	6400	1050	.16	1100	.17
EBR	1	1600	20	.01	30	.02
WBL	2	3200	160	.05	370	.12
WBT	3	4800	1150	.24*	1490	.31*
WBR	2	3200	1420	.44	1390	.43
Right Turn Adjustment			NBR	.09*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.71**

28. US 101 NB Ramps & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	660	.21*	330	.10*
SBT	0	0	0		0	
SBR	3	4800	1680	.35	1430	.30
EBL	0	0	0		0	
EBT	3	4800	2300	.48*	2530	.53*
EBR	f		320		150	
WBL	2	3200	420	.13*	550	.17*
WBT	3	4800	1070	.22	1810	.38
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.82** **.80**

29. SR 126 EB Ramps & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	260	.08	410	.13*
EBT	3	4800	2660	.55*	2730	.57
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1290	.27	2420	.50*
WBR	f		130		390	

TOTAL CAPACITY UTILIZATION **.55** **.63**

30. Callens & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		190	{.06}*	640	{.20}*
NBT	0.5	3200	10	.06	10	.20
NBR	1	1600	40	.03	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01*
EBT	4	6400	2300	.36*	2460	.38
EBR	d	1600	340	.21	240	.15
WBL	2	3200	90	.03*	170	.05
WBT	3	4800	1230	.26	2150	.45*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.47** **.68**

31. Donlon & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180		660	
NBT	0	3200	0	.07*	0	.24*
NBR	0.5		30		120	
SBL	1.5		400		330	
SBT	0.5	3200	180	.18*	130	.14*
SBR	1	1600	180	.11	220	.14
EBL	0	0	0		0	
EBT	4	6400	2000	.31*	2550	.40*
EBR	d	1600	220	.14	140	.09
WBL	2	3200	90	.03*	230	.07*
WBT	3	4800	1070	.22	1630	.34
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.85**

32. Telephone & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	330	.10	750	.23
NBT	2	3200	360	.11*	1140	.36*
NBR	1	1600	80	.05	320	.20
SBL	1.5		240	.15	460	
SBT	1.5	4800	1120	.35*	870	.28*
SBR	f		670		930	
EBL	2	3200	450	.14	710	.22
EBT	3	4800	1100	.23*	1550	.32*
EBR	f		440		460	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.96**

33. US 101 NB Ramps & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		680		570	
NBT	0.5	3200	20	.22*	90	.21*
NBR	1	1600	290	.18	410	.26
SBL	0.5		40		10	
SBT	0	3200	0	{.12}*	0	{.01}*
SBR	1.5		360		240	
EBL	1	1600	20	.01*	290	.18*
EBT	3	4800	840	.18	1940	.40
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1030	.22*	1440	.30*
WBR	0	0	10		20	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.57** **.70**

34. Portola & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08*	320	.10*
NBT	1	1600	10	.01	40	.03
NBR	1	1600	10	.01	70	.04
SBL	1	1600	30	.02	30	.02
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	140	.09	60	.04
EBL	1	1600	40	.03*	180	.11
EBT	3	4800	710	.15	1720	.36*
EBR	d	1600	230	.14	320	.20
WBL	1	1600	20	.01	60	.04*
WBT	3	4800	880	.19*	950	.20
WBR	0	0	20		30	

Right Turn Adjustment SBR .06*

TOTAL CAPACITY UTILIZATION **.37** **.51**

35. Saratoga & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	20	.01
NBT	1	1600	10	.08*	60	.14*
NBR	0	0	110		160	
SBL	1	1600	30	.02*	40	.03*
SBT	1	1600	40	.03	40	.03
SBR	1	1600	30	.02	20	.01
EBL	1	1600	20	.01*	10	.01
EBT	3	4800	730	.15	1590	.33*
EBR	d	1600	50	.03	160	.10
WBL	1	1600	50	.03	80	.05*
WBT	3	4800	940	.20*	1000	.22
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION **.31** **.55**

38. Telephone & Market

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11	250	.16*
NBT	3	4800	800	.17*	1140	.24
NBR	d	1600	90	.06	110	.07
SBL	1	1600	500	.31*	150	.09
SBT	3	4800	510	.11	870	.18*
SBR	d	1600	180	.11	160	.10
EBL	1	1600	30	.02	220	.14*
EBT	1	1600	260	.16*	240	.15
EBR	1	1600	230	.14	310	.19
WBL	1	1600	60	.04*	200	.13
WBT	1	1600	140	.09	400	.25*
WBR	1	1600	100	.06	540	.34

Right Turn Adjustment WBR .01*

TOTAL CAPACITY UTILIZATION **.68** **.74**

42. Telephone & McGrath

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	310	.19*
NBT	3	4800	1010	.21	1270	.26
NBR	d	1600	340	.21	100	.06
SBL	1	1600	40	.03	70	.04
SBT	2	3200	680	.21*	1280	.40*
SBR	1	1600	40	.03	40	.03
EBL	1	1600	10	.01	60	.04
EBT	1	1600	30	.02*	20	.01*
EBR	1	1600	250	.16	390	.24
WBL	1	1600	90	.06*	300	.19*
WBT	1	1600	40	.03	70	.04
WBR	1	1600	30	.02	150	.09
Right Turn Adjustment			EBR	.04*	EBR	.09*

TOTAL CAPACITY UTILIZATION **.46** **.88**

45. Catalina & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	30	.02
NBT	1	1600	30	.03*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	240	.08*	70	.02*
SBT	1	1600	20	.04	10	.01
SBR	0	0	40		10	
EBL	0.5		30		20	{.01}*
EBT	1.5	3200	770	.25*	770	.25
EBR	0		10		10	
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	500	.22	790	.29*
WBR	0	0	190		130	

TOTAL CAPACITY UTILIZATION **.37** **.34**

46. Seaward & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	190	.12*
NBT	1	1600	160	.10	180	.11
NBR	1	1600	320	.20	290	.18
SBL	1	1600	30	.02	70	.04
SBT	1	1600	160	.10*	100	.06*
SBR	1	1600	190	.12	80	.05
EBL	1	1600	100	.06	90	.06
EBT	2	3200	730	.23*	660	.21*
EBR	1	1600	190	.12	120	.08
WBL	0.5		100		170	
WBT	1.5	3200	510	.20*	720	.31*
WBR	0		30		90	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.70**

47. Main & Loma Vista

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	350	.11*	470	.15*
NBR	f		40		180	
SBL	1	1600	590	.37*	400	.25*
SBT	2	3200	580	.18	640	.21
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	50	{.03}*	120	{.08}*
WBT	1	1600	30	.05	40	.10
WBR	2	3200	350	.11	490	.15

TOTAL CAPACITY UTILIZATION **.55** **.53**

49. Main & Telegraph

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300	.19	630	
NBT	1.5	4800	630	.20*	720	.28*
NBR	f		140		90	
SBL	1.5		200		270	.17
SBT	1.5	4800	470	.15*	730	.24*
SBR	0		40		50	
EBL	0	0	0		0	
EBT	2	3200	310	.10	430	.13
EBR	f		700		620	
WBL	0	0	0		0	
WBT	1.5	4800	340	.11*	500	.16*
WBR	1.5		120		210	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.46** **.68**

50. Emma & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	80	.05	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1050	.33*	1230	.38*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	60	.04*	80	.05*
WBT	3	4800	980	.20	1520	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.41** **.45**

51. Lemon Grove & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3200	20	.03*	20	.03*
NBR	0		90	.06	30	
SBL	1.5		30		70	
SBT	0.5	3200	10	.01*	10	.03*
SBR	1	1600	70	.04	70	.04
EBL	1	1600	40	.03	60	.04
EBT	2	3200	1060	.33*	1110	.35*
EBR	d	1600	70	.04	80	.05
WBL	1	1600	30	.02*	30	.02*
WBT	3	4800	960	.21	1350	.29
WBR	0	0	50		50	

Right Turn Adjustment NBR .01*
Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.40** **.43**

53. Kimball & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	260	.08*	490	.15*
SBT	0	0	0		0	
SBR	2	3200	1210	.38	660	.21
EBL	2	3200	260	.08*	980	.31*
EBT	3	4800	320	.07	1020	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	910	.28*	650	.20*
WBR	1	1600	670	.42	360	.23

Right Turn Adjustment Multi .32*

TOTAL CAPACITY UTILIZATION **.76** **.66**

55. Kimball & SR 126 EB Ramps

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1350	.28	850	.18*
NBR	f		120		440	
SBL	1	1600	30	.02	30	.02*
SBT	3	4800	1480	.31*	880	.18
SBR	0	0	0		0	
EBL	2	3200	120	.04*	400	.13*
EBT	0	0	10		0	
EBR	f		240		530	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.35** **.33**

56. Kimball & SR 126 WB Ramps

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	250	.08*
NBT	3	4800	820	.17	790	.16
NBR	d	1600	60	.04	220	.14
SBL	1	1600	10	.01	10	.01
SBT	3	4800	710	.15*	540	.11*
SBR	d	1600	190	.12	90	.06
EBL	1.5		40		40	
EBT	0.5	3200	10	.02*	10	.02*
EBR	1	1600	610	.38	240	.15
WBL	0	0	180		120	
WBT	1	1600	130	.19*	70	.12*
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment			EBR	.22*	EBR	.07*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.76** **.40**

58. Kimball & Telegraph

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	160	.05*	90	.03
NBT	2	3200	90	.03	180	.06*
NBR	1	1600	90	.06	170	.11
SBL	1	1600	30	.02	60	.04*
SBT	2	3200	180	.06*	170	.05
SBR	1	1600	30	.02	30	.02
EBL	1	1600	20	.01*	40	.03
EBT	2	3200	180	.06	560	.18*
EBR	1	1600	60	.04	220	.14
WBL	2	3200	200	.06	120	.04*
WBT	2	3200	380	.12*	310	.10
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment					NBR	.02*

TOTAL CAPACITY UTILIZATION **.24** **.34**

60. Ramelli & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	20	.01*
NBT	1	1600	0	.00	10	.01
NBR	1	1600	170	.11	520	.33
SBL	1	1600	0	.00	0	.00
SBT	1	1600	0	.01*	10	.01*
SBR	0	0	10		10	
EBL	1	1600	0	.00	10	.01
EBT	3	4800	350	.08*	1470	.32*
EBR	0	0	40		80	
WBL	1	1600	430	.27*	180	.11*
WBT	3	4800	1650	.34	1090	.23
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.23*

TOTAL CAPACITY UTILIZATION **.37** **.68**

61. Montgomery & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	270	.17*	60	.04*
NBT	1	1600	80	.05	20	.01
NBR	d	1600	30	.02	140	.09
SBL	1	1600	20	.01	10	.01
SBT	1	1600	60	.04*	30	.02*
SBR	1	1600	90	.06	30	.02
EBL	1	1600	10	.01*	40	.03
EBT	2	3200	510	.16	780	.24*
EBR	d	1600	90	.06	120	.08
WBL	1	1600	100	.06	70	.04*
WBT	2	3200	1120	.35*	680	.21
WBR	1	1600	10	.01	20	.01
Right Turn Adjustment			SBR	.01*	NBR	.01*

TOTAL CAPACITY UTILIZATION **.58** **.35**

63. Petit & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	150	.09
NBT	1	1600	40	.10	60	.19*
NBR	0	0	120		250	
SBL	1	1600	30	.02	30	.02*
SBT	1	1600	80	.05*	50	.03
SBR	1	1600	120	.08	70	.04
EBL	1	1600	90	.06*	80	.05
EBT	2	3200	320	.10	780	.24*
EBR	d	1600	90	.06	250	.16
WBL	1	1600	150	.09	210	.13*
WBT	2	3200	780	.24*	530	.17
WBR	d	1600	20	.01	50	.03

TOTAL CAPACITY UTILIZATION **.46** **.58**

65. Sanjon & Thompson

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	510	.16*	550	.17*
NBT	0	0	0		0	
NBR	1	1600	180	.11	220	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	490	.25*	670	.31*
EBR	0	0	300		310	
WBL	1	1600	120	.08*	150	.09*
WBT	2	3200	520	.16	790	.25
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.49** **.57**

68. Seaward & Thompson

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06	210	.13*
NBT	2	3200	500	.16*	500	.16
NBR	d	1600	220	.14	190	.12
SBL	1	1600	110	.07*	60	.04
SBT	2	3200	380	.12	360	.11*
SBR	d	1600	50	.03	100	.06
EBL	1	1600	90	.06	80	.05
EBT	2	3200	670	.23*	790	.28*
EBR	0	0	60		110	
WBL	2	3200	210	.07*	240	.08*
WBT	2	3200	430	.13	790	.25
WBR	1	1600	30	.02	60	.04

TOTAL CAPACITY UTILIZATION **.53** **.60**

71. Sanjon & Harbor

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	190	.12*	400	.25*
SBT	0	0	0		0	
SBR	1	1600	70	.04	120	.08
EBL	1	1600	60	.04*	110	.07*
EBT	1	1600	280	.18	480	.30
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	260	.16*	600	.38*
WBR	1	1600	490	.31	290	.18
Right Turn Adjustment			WBR	.06*		

TOTAL CAPACITY UTILIZATION **.38** **.70**

75. Ashwood & Telegraph

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	40	.03
NBT	1	1600	50	.03*	80	.05*
NBR	d	1600	40	.03	70	.04
SBL	1	1600	70	.04*	170	.11*
SBT	1	1600	50	.03	70	.04
SBR	1	1600	120	.08	120	.08
EBL	1	1600	80	.05*	150	.09
EBT	2	3200	510	.16	830	.26*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	60	.04*
WBT	2	3200	540	.17*	590	.18
WBR	d	1600	100	.06	90	.06

TOTAL CAPACITY UTILIZATION **.29** **.46**

77. Day & Telegraph

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	220	.07*	350	.11*
SBT	0	0	0		0	
SBR	1	1600	80	.05	100	.06
EBL	1	1600	100	.06*	50	.03
EBT	2	3200	490	.15	900	.28*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	940	.29*	770	.24
WBR	d	1600	330	.21	250	.16

TOTAL CAPACITY UTILIZATION **.42** **.39**

85. Victoria & Olivas Park

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	850	.27*	690	.22*
NBT	3	4800	1920	.40	1810	.38
NBR	1	1600	490	.31	430	.27
SBL	2	3200	510	.16	230	.07
SBT	3	4800	1640	.34*	1780	.37*
SBR	f		190		200	
EBL	2	3200	290	.09	410	.13
EBT	2	3200	180	.06*	250	.08*
EBR	f		240		900	
WBL	1	1600	110	.07*	360	.23*
WBT	2	3200	70	.02	310	.10
WBR	f		130		260	

TOTAL CAPACITY UTILIZATION **.74** **.90**

86. Telephone & Olivas Park

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	2	3200	450	.14*	890	.28*
SBT	1	1600	10	.01	10	.01
SBR	d	1600	500	.31	910	.57
EBL	2	3200	720	.23*	700	.22*
EBT	2	3200	400	.13	560	.18
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	2	3200	480	.15*	450	.14*
WBR	1	1600	640	.40	720	.45
Right Turn Adjustment			WBR	.14*	Multi	.21*
TOTAL CAPACITY UTILIZATION			**.68**		**.87**	

91. Johnson & Ralston

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.07*	130	.08*
NBT	2	3200	460	.14	780	.24
NBR	d	1600	20	.01	180	.11
SBL	1	1600	40	.03	60	.04
SBT	2	3200	690	.22*	870	.27*
SBR	d	1600	90	.06	50	.03
EBL	1	1600	40	.03*	90	.06
EBT	1	1600	110	.07	220	.14*
EBR	d	1600	110	.07	290	.18
WBL	1	1600	130	.08	60	.04*
WBT	1	1600	230	.14*	100	.06
WBR	d	1600	90	.06	50	.03
TOTAL CAPACITY UTILIZATION			**.46**		**.53**	

92. Johnson & Bristol

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	80	.05*
NBT	2	3200	520	.16	1000	.31
NBR	f		190		1100	
SBL	1	1600	10	.01	10	.01
SBT	2	3200	940	.30*	1170	.37*
SBR	0	0	10		20	
EBL	1	1600	10	.01	30	.02
EBT	1	1600	20	.01*	280	.18*
EBR	1	1600	140	.09	190	.12
WBL	2	3200	1040	.33*	440	.14*
WBT	1	1600	270	.17	160	.10
WBR	d	1600	30	.02	20	.01
Right Turn Adjustment			EBR	.06*		
TOTAL CAPACITY UTILIZATION			**.72**		**.74**	

94. Johnson & North Bank

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	110	.07*
NBT	3	4800	170	.04	520	.11
NBR	d	1600	20	.01	190	.12
SBL	1	1600	10	.01	70	.04
SBT	3	4800	1550	.37*	1400	.33*
SBR	0	0	230		170	
EBL	2.5		440	.09*	1770	.37*
EBT	1.5	6400	70	.04	340	.21
EBR	1	1600	450	.28	350	.22
WBL	1.5		140		240	
WBT	1.5	4800	80	.05*	140	.08*
WBR	1	1600	20	.01	80	.05
Right Turn Adjustment			EBR	.16*		
TOTAL CAPACITY UTILIZATION			**.71**		**.85**	

95. Bristol & Ramelli

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01*
NBT	1	1600	20	.02*	10	.02
NBR	0	0	10		20	
SBL	1	1600	10	.01*	30	.02
SBT	1	1600	20	.01	40	.03*
SBR	1	1600	300	.19	90	.06
EBL	1	1600	10	.01*	140	.09
EBT	2	3200	200	.07	680	.22*
EBR	0	0	10		10	
WBL	1	1600	20	.01	10	.01*
WBT	2	3200	900	.30*	390	.13
WBR	0	0	70		30	
Right Turn Adjustment			SBR	.16*		

TOTAL CAPACITY UTILIZATION **.50** **.27**

96. Montgomery & North Bank

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	40	.03*	120	.08*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	380	.24	170	.11
EBL	1	1600	100	.06*	320	.20*
EBT	2	3200	110	.03	400	.13
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	470	.29*	280	.18*
WBR	d	1600	210	.13	80	.05
Right Turn Adjustment			SBR	.14*		

TOTAL CAPACITY UTILIZATION **.55** **.48**

100. Saticoy & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11	140	.09*
NBT	1	1600	200	.13*	150	.09
NBR	1	1600	120	.08	90	.06
SBL	1	1600	190	.12*	100	.06
SBT	1	1600	110	.07	140	.09*
SBR	1	1600	260	.16	160	.10
EBL	1	1600	120	.08*	180	.11*
EBT	2	3200	220	.07	650	.20
EBR	1	1600	100	.06	180	.11
WBL	1	1600	80	.05	110	.07
WBT	2	3200	330	.15*	470	.17*
WBR	0	0	140		60	

TOTAL CAPACITY UTILIZATION **.48** **.46**

101. Saticoy & Telegraph

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	170		80	
NBT	1	1600	70	.18*	50	.10*
NBR	0	0	50		30	
SBL	0	0	10		20	
SBT	1	1600	70	.09*	30	.04*
SBR	0	0	60		20	
EBL	1	1600	20	.01	30	.02
EBT	1	1600	190	.17*	410	.35*
EBR	0	0	80		150	
WBL	1	1600	50	.03*	30	.02*
WBT	1	1600	270	.17	280	.18
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.47** **.51**

102. Wells & Telegraph

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	250	.16*
NBT	1	1600	130	.08	290	.18
NBR	1	1600	60	.04	280	.18
SBL	1	1600	10	.01	10	.01
SBT	1	1600	280	.18*	200	.13*
SBR	1	1600	40	.03	30	.02
EBL	1	1600	20	.01	40	.03
EBT	1	1600	40	.16*	190	.25*
EBR	0	0	210		210	
WBL	1	1600	340	.21*	130	.08*
WBT	1	1600	150	.10	100	.08
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.66** **.62**

104. Wells & SR 126 EB Ramps

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	880	.18	1450	.30
NBR	f		590		1560	
SBL	0	0	0		0	
SBT	3	4800	2650	.55*	1730	.36*
SBR	f		80		60	
EBL	1	1600	100	.06*	320	.20*
EBT	0	0	0		0	
EBR	1	1600	170	.11	610	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.05*	EBR	.18*

TOTAL CAPACITY UTILIZATION **.66** **.74**

105. Wells & Darling

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1260	.26	2860	.60*
NBR	d	1600	70	.04	170	.11
SBL	1	1600	120	.08	340	.21*
SBT	3	4800	2420	.50*	1860	.39
SBR	d	1600	10	.01	10	.01
EBL	0	0	80		40	
EBT	1	1600	30	.13*	40	.08*
EBR	0	0	100		40	
WBL	1	1600	60	.04*	280	.18*
WBT	1	1600	30	.06	40	.15
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.69** **1.07**

106. Wells & Telephone

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	420	.13
NBT	3	4800	1240	.26	2920	.62*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	2510	.52*	1950	.41
SBR	1	1600	130	.08	420	.26
EBL	1.5		160	{.05}*	240	{.08}*
EBT	0.5	3200	0	.05	0	.08
EBR	2	3200	540	.17	540	.17
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.03*		

TOTAL CAPACITY UTILIZATION **.72** **.73**

114. California & Thompson

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40		30	.02
NBT	0.5	3200	10	.02*	30	.02*
NBR	1	1600	60	.04	90	.06
SBL	1.5		130		140	
SBT	1.5	4800	80	.05*	180	.07*
SBR	0		20		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	880	.33*	960	.33*
EBR	0	0	160		90	
WBL	1	1600	70	.04*	80	.05*
WBT	2	3200	320	.10	410	.14
WBR	0	0	10		50	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.44** **.47**

115. Chestnut & Thompson

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	30	.02	90	.06
SBT	1	1600	270	.18*	350	.24*
SBR	0	0	10		30	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	590	.18*	670	.21*
EBR	f		400		530	
WBL	1	1600	200	.13*	200	.13*
WBT	2	3200	450	.15	630	.22
WBR	0	0	30		80	

TOTAL CAPACITY UTILIZATION **.50** **.59**

120. Ventura & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	40	.03
NBT	1	1600	340	.21*	690	.43*
NBR	1	1600	20	.01	30	.02
SBL	1	1600	120	.08*	110	.07*
SBT	1	1600	370	.23	400	.25
SBR	1	1600	70	.04	50	.03
EBL	1	1600	30	.02	150	.09*
EBT	1	1600	160	.10*	310	.19
EBR	d	1600	30	.02	40	.03
WBL	1	1600	10	.01*	20	.01
WBT	1	1600	90	.06	200	.13*
WBR	1	1600	160	.10	140	.09

TOTAL CAPACITY UTILIZATION **.40** **.72**

132. Ventura & Stanley

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	330	.21*	300	.19*
NBT	1	1600	270	.17	360	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	460	.29*	400	.25*
SBR	1	1600	530	.33	370	.23
EBL	1	1600	390	.24*	650	.41*
EBT	0	0	0		0	
EBR	1	1600	230	.14	140	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.74** **.85**

136. US 101 SB Ramps & Valentine

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		520	.16*	600	.19*
SBT	0	4800	0		0	
SBR	1.5		80		20	
EBL	1	1600	120	.08*	540	.34*
EBT	2	3200	180	.06	700	.22
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	1010	.32*	400	.13*
WBR	f		810		890	

TOTAL CAPACITY UTILIZATION **.56** **.66**

138. Johnson & US 101 SB Ramps

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	700	.44*
NBT	1	1600	140	.09	550	.34
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	640	.40*	400	.25*
SBR	f		1490		1610	
EBL	1	1600	110	.07*	260	.16*
EBT	0	0	0		0	
EBR	1	1600	140	.09	100	.06
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.58** **.85**

160. Victoria & US 101 NB Ramps

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	560	.18*	600	.19*
NBT	3	4800	1400	.29	1970	.41
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2690	.42*	2200	.34*
SBR	1	1600	130	.08	350	.22
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	850	.27*	630	.20*
WBT	0	0	0		0	
WBR	3	4800	880	.18	1150	.24

TOTAL CAPACITY UTILIZATION **.87** **.73**

161. Victoria & Valentine

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	210	.07*
NBT	3	4800	1880	.40	2430	.52
NBR	0	0	20		50	
SBL	1	1600	40	.03	50	.03
SBT	2	3200	1760	.55*	1630	.51*
SBR	f		1680		1170	
EBL	2.5		300		640	
EBT	0.5	4800	40	.07*	20	.14*
EBR	1	1600	400	.25	640	.40
WBL	0	0	20		20	
WBT	1	1600	10	.02*	30	.03*
WBR	1	1600	80	.05	100	.06
Right Turn Adjustment			EBR	.10*	EBR	.19*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

TOTAL CAPACITY UTILIZATION **.82** **.94**

162. California & Harbor

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	230	.14*	330	.21*
SBT	0	0	0		0	
SBR	1	1600	30	.02	50	.03
EBL	1	1600	20	.01	80	.05*
EBT	1	1600	230	.14*	250	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	160	.07	240	.12*
WBR	0	0	50		130	

TOTAL CAPACITY UTILIZATION **.28** **.38**

163. Santa Clara & Main

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	260	.08	230	.07
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	350	.11*	460	.15*
EBR	0	0	10		10	
WBL	1	1600	140	.09*	170	.11*
WBT	2	3200	360	.12	500	.17
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.25** **.30**

164. Seaward & Poli

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	160		180	
NBT	1	1600	0	.18*	0	.22*
NBR	0	0	120		170	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	150	.09*	360	.23*
EBR	d	1600	80	.05	140	.09
WBL	1	1600	240	.15*	100	.06*
WBT	1	1600	170	.11	300	.19
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.42** **.51**

165. Seaward & Harbor

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	80	.05
NBT	2	3200	380	.13*	300	.11*
NBR	0	0	30		50	
SBL	2	3200	730	.23*	750	.23*
SBT	2	3200	190	.06	320	.10
SBR	1	1600	310	.19	470	.29
EBL	2	3200	340	.11	320	.10
EBT	2	3200	690	.22*	1300	.42*
EBR	0	0	20		40	
WBL	1	1600	20	.01*	20	.01*
WBT	2	3200	300	.09	500	.16
WBR	2	3200	1130	.35	1390	.43
Right Turn Adjustment			WBR	.06*		

TOTAL CAPACITY UTILIZATION **.65** **.77**

166. College & Telegraph

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.06*	0	.07*
NBR	0	0	60		90	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	580	.20*	890	.30*
EBR	0	0	60		80	
WBL	1	1600	110	.07*	50	.03*
WBT	2	3200	690	.22	670	.21
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.33** **.40**

168. Day & Foothill

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	220	.14*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	270	.17
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	450	.41*	480	.44*
EBR	0	0	200		230	
WBL	1	1600	240	.15*	210	.13*
WBT	1	1600	420	.32	430	.30
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.73** **.75**

169. Kimball & Foothill

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	280	.18*	120	.08*
NBT	0	0	0		0	
NBR	1	1600	20	.01	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	210	.26	390	.36*
EBR	0	0	210		190	
WBL	1	1600	70	.04	20	.01*
WBT	1	1600	530	.33*	190	.12
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.45**

170. Petit & Foothill

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		10	
NBT	1	1600	0	.03*	0	.03*
NBR	0	0	10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	160	.10	230	.14*
EBR	1	1600	40	.03	30	.02
WBL	0	0	10		10	{.01}*
WBT	1	1600	480	.31*	190	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.18**

171. Saticoy & Foothill

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	100		50	
NBT	1	1600	0	.08*	0	.04*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	140	.12	320	.26*
EBR	0	0	50		90	
WBL	0	0	20		20	{.01}*
WBT	1	1600	430	.28*	180	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.36** **.31**

172. Wells & Foothill

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	120	.08*
NBT	0	0	10		10	
NBR	1	1600	40	.03	80	.05
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	60	.04	210	.14*
EBR	1	1600	100	.06	120	.08
WBL	0	0	70		30	{.02}*
WBT	1	1600	300	.24*	60	.06
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.33** **.26**

173. Victoria & SR 126 WB Ramps

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1260	.31	2150	.52*
NBR	0	0	230		350	
SBL	0	0	0		0	
SBT	3	4800	2000	.46*	1540	.34
SBR	0	0	190		90	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	620	.39	410	.26
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	200	.13	150	.09
Right Turn Adjustment			Multi	.41*	Multi	.21*

TOTAL CAPACITY UTILIZATION **.87** **.73**

174. Petit & Telegraph

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	50	.03*
NBT	1	1600	20	.01	10	.01
NBR	1	1600	10	.01	20	.01
SBL	1	1600	30	.02	20	.01
SBT	1	1600	20	.03*	30	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	270	.08	590	.18
EBR	1	1600	50	.03	90	.06
WBL	1	1600	10	.01	10	.01
WBT	1	1600	530	.33*	320	.20*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.41** **.27**

175. Ventura & North Bank

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	80		70	
SBT	1	1600	0	.10*	0	.13*
SBR	0	0	80		130	
EBL	1	1600	180	.11*	540	.34
EBT	2	3200	940	.29	2490	.78*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	340	.21*	420	.26
WBR	1	1600	50	.03	20	.01

TOTAL CAPACITY UTILIZATION **.42** **.91**

176. Saticoy & Darling

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1600	150	.10	240	.16*
NBR	1	1600	110	.07	30	.02
SBL	0	0	50		10	{.01}*
SBT	1	1600	240	.18*	190	.13
SBR	1	1600	80	.05	90	.06
EBL	0	0	60		60	
EBT	1	1600	70	.11*	60	.10*
EBR	0	0	40		40	
WBL	0	0	70	{.04}*	50	{.03}*
WBT	1	1600	20	.08	70	.08
WBR	0	0	30		10	

TOTAL CAPACITY UTILIZATION **.34** **.30**

177. Wells & SR 126 WB Ramps

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	530	.17	1380	.43*
NBR	f		420		390	
SBL	0	0	0		0	
SBT	2	3200	1070	.33*	750	.23
SBR	f		430		200	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1660		1040	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	180	.11	100	.06
Right Turn Adjustment					WBR	.06*

TOTAL CAPACITY UTILIZATION **.33** **.49**

178. SR-33 Ramps & Stanley

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	710	.44	830	.52
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	280	.18	180	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	710	.44*	910	.57*
WBR	f		180		170	
Right Turn Adjustment				NBR	.24*	NBR .17*

TOTAL CAPACITY UTILIZATION **.68** **.74**

179. SR-33 Ramps & Shell

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	700		680	
SBT	1	1600	0	.46*	0	.44*
SBR	0	0	30		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	140	.09	100	.07
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	720	.49*	740	.53*
WBR	0	0	70		110	

TOTAL CAPACITY UTILIZATION **.96** **.98**

180. Estates & Telegraph

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	60	.04
NBT	1	1600	10	.05	10	.07*
NBR	0	0	70		100	
SBL	0	0	10		10	{.01}*
SBT	1	1600	10	.02*	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	2	3200	540	.17	810	.25*
EBR	d	1600	60	.04	70	.04
WBL	1	1600	30	.02	90	.06*
WBT	2	3200	660	.21*	780	.24
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.29** **.39**

181. Ventura & Ramona

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	50	.03
NBT	1	1600	360	.24*	630	.41*
NBR	0	0	20		20	
SBL	1	1600	80	.05*	80	.05*
SBT	1	1600	400	.26	480	.32
SBR	0	0	20		30	
EBL	0	0	20	{.01}*	30	{.02}*
EBT	1	1600	10	.03	20	.04
EBR	0	0	10		20	
WBL	0	0	10		20	
WBT	1	1600	20	.03*	30	.04*
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.33** **.52**

182. Olive & Main St

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	590	.37*	450	.28*
SBT	1	1600	20	.06	30	.08
SBR	0	0	80		90	
EBL	0	0	90	{.06}*	280	
EBT	1	1600	80	.11	220	.31*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	170	.11*	170	.11
WBR	1	1600	200	.13	450	.28

TOTAL CAPACITY UTILIZATION **.55** **.61**

190. Petit Av & North Bank Dr

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	40	.03*	80	.05*
SBT	0	0	0		0	
SBR	1	1600	250	.16	240	.15
EBL	1	1600	60	.04*	280	.18*
EBT	2	3200	60	.02	140	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	120	.04*	90	.03*
WBR	d	1600	70	.04	40	.03
Right Turn Adjustment			SBR	.10*		
TOTAL CAPACITY UTILIZATION			**.21**		**.26**	

191. Saticoy Av & North Bank Dr

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01
NBT	1	1600	30	.03	20	.02*
NBR	0	0	20		10	
SBL	1	1600	20	.01	60	.04*
SBT	1	1600	10	.03*	30	.04
SBR	0	0	30		30	
EBL	1	1600	20	.01	40	.03*
EBT	2	3200	90	.03*	80	.03
EBR	d	1600	0	.00	10	.01
WBL	1	1600	0	.00	10	.01
WBT	2	3200	40	.01	80	.03*
WBR	d	1600	60	.04	150	.09
Right Turn Adjustment			WBR	.01*	WBR	.03*
TOTAL CAPACITY UTILIZATION			**.08**		**.15**	

192. Los Angeles Av & North Bank

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	190	.12
NBT	3	4800	1420	.30	3130	.65*
NBR	d	1600	20	.01	70	.04
SBL	1	1600	110	.07	170	.11*
SBT	3	4800	2800	.58*	2250	.47
SBR	d	1600	150	.09	80	.05
EBL	1	1600	50	.03*	110	.07*
EBT	1	1600	10	.01	20	.01
EBR	1	1600	140	.09	160	.10
WBL	1	1600	50	.03	60	.04
WBT	1	1600	10	.01*	20	.01*
WBR	1	1600	100	.06	170	.11
Right Turn Adjustment			EBR	.03*	WBR	.02*
TOTAL CAPACITY UTILIZATION			**.71**		**.86**	

193. Saticoy Av & A St

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	230	.14*	140	.09
NBR	1	1600	10	.01	30	.02
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	210	.13	190	.12*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	20	.01*	10	.01*
WBT	0	0	0		0	
WBR	1	1600	20	.01	10	.01
TOTAL CAPACITY UTILIZATION			**.16**		**.13**	

194. Wells Rd & A St

2025 Scenario 3 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	130	.08
NBT	2	3200	390	.14	880	.33*
NBR	0	0	50		170	
SBL	1	1600	10	.01	40	.03*
SBT	2	3200	840	.27*	580	.18
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	1	1600	10	.01*	10	.01*
EBR	1	1600	120	.08	60	.04
WBL	1	1600	150	.09*	80	.05*
WBT	1	1600	10	.03	10	.01
WBR	0	0	40		10	
Right Turn Adjustment			EBR	.05*		
TOTAL CAPACITY UTILIZATION				**.44**		**.42**

NON-COMMITTED IMPROVEMENTS

92. Johnson & Bristol

2025 Scenario 3 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	80	.05*
NBT	2	3200	520	.16	1000	.31
NBR	f		190		1100	
SBL	1	1600	10	.01	10	.01
SBT	2	3200	940	.30*	1170	.37*
SBR	0	0	10		20	
EBL	1	1600	10	.01	30	.02
EBT	1	1600	20	.01*	280	.18*
EBR	1	1600	140	.09	190	.12
WBL	2	3200	1040	.33*	440	.14*
WBT	1	1600	270	.17	160	.10
WBR	d	1600	30	.02	20	.01
Right Turn Adjustment			EBR	.06*		

TOTAL CAPACITY UTILIZATION **.72** **.74**

105. Wells & Darling

2025 Scenario 3 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1260	.26	2860	.60*
NBR	d	1600	70	.04	170	.11
SBL	2	3200	120	.04	340	.11*
SBT	3	4800	2420	.50*	1860	.39
SBR	d	1600	10	.01	10	.01
EBL	1	1600	80	.05*	40	.03*
EBT	1	1600	30	.08	40	.05
EBR	0	0	100		40	
WBL	2	3200	60	.02	280	.09
WBT	1	1600	30	.06*	40	.15*
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.63** **.89**

161. Victoria & Valentine

2025 Scenario 3 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	210	.07*
NBT	3	4800	1880	.40	2430	.52
NBR	0	0	20		50	
SBL	1	1600	40	.03	50	.03
SBT	2	3200	1760	.55*	1630	.51*
SBR	f		1680		1170	
EBL	2.5		300		640	
EBT	0.5	4800	40	.07*	20	.14*
EBR	2	3200	400	.13	640	.20
WBL	0	0	20		20	
WBT	1	1600	10	.02*	30	.03*
WBR	1	1600	80	.05	100	.06
Right Turn Adjustment					EBR	.01*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.72** **.76**

SCENARIO 3
(ALTERNATIVE NETWORK)

1. Victoria & Foothill

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	230	.14*
NBT	1	1600	20	.01	70	.04
NBR	1	1600	190	.12	340	.21
SBL	1	1600	10	.01	10	.01
SBT	1	1600	60	.04*	20	.01*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01*	180	.11
EBT	1	1600	290	.18	450	.28*
EBR	1	1600	220	.14	20	.01
WBL	2	3200	440	.14	250	.08*
WBT	1	1600	580	.36*	330	.21
WBR	d	1600	10	.01	20	.01
Right Turn Adjustment					NBR	.01*

TOTAL CAPACITY UTILIZATION **.50** **.52**

2. Victoria & Loma Vista

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	240	.15*
NBT	2	3200	260	.08	530	.17
NBR	d	1600	20	.01	40	.03
SBL	1	1600	20	.01	20	.01
SBT	2	3200	530	.17*	280	.09*
SBR	d	1600	100	.06	20	.01
EBL	0	0	80		30	
EBT	1	1600	30	.23*	30	.23*
EBR	0	0	260		300	
WBL	0	0	60	{.04}*	30	{.02}*
WBT	1	1600	40	.10	30	.05
WBR	0	0	60		20	

TOTAL CAPACITY UTILIZATION **.55** **.49**

3. Victoria & Telegraph

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21*	1100	.34*
NBT	2	3200	530	.17	870	.27
NBR	1	1600	150	.09	220	.14
SBL	1	1600	150	.09	190	.12
SBT	3	4800	700	.15*	520	.11*
SBR	d	1600	40	.03	30	.02
EBL	1	1600	60	.04	40	.03
EBT	1.5	4800	350	{.15}*	720	{.23}*
EBR	1.5		630		760	{.22}
WBL	2	3200	330	.10*	220	.07*
WBT	2	3200	590	.18	330	.10
WBR	d	1600	50	.03	60	.04

TOTAL CAPACITY UTILIZATION **.61** **.75**

4. Victoria & Woodland

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13*	60	.04
NBT	3	4800	1410	.31	2040	.46*
NBR	0	0	80		160	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	1710	.36*	1530	.32
SBR	0	0	30		10	
EBL	0	0	10		30	
EBT	1	1600	10	.11*	10	.04*
EBR	0	0	150		30	
WBL	1.5		260		100	
WBT	0.5	3200	10	.09*	10	.04*
WBR	0		30		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.55**

5. Victoria & SR 126 SB Ramps

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1340	.22	2560	.41*
NBR	0	0	50		40	
SBL	0	0	0		0	
SBT	4	6400	2440	.39*	1800	.29
SBR	0	0	70		80	
EBL	1.5		220		160	
EBT	0.5	3200	190	.13*	120	.09*
EBR	1	1600	220	.14	230	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	250	.16	550	.34
Right Turn Adjustment			Multi	.04*	WBR	.34*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.84**

6. Victoria & Thille

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	60	.04
NBT	4	6400	1270	.26	2370	.38*
NBR	0	0	480	.30	50	
SBL	1	1600	170	.11	40	.03*
SBT	4	6400	2060	.38*	1800	.32
SBR	0	0	350		220	
EBL	1.5		240		320	
EBT	0.5	3200	30	.08*	10	.10*
EBR	1	1600	120	.08	200	.13
WBL	1	1600	30	.02	110	.07
WBT	1	1600	10	.02*	70	.09*
WBR	0	0	20		70	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.51** **.60**

7. Victoria & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	310	.10*	320	.10
NBT	4	6400	1280	.24	1580	.27*
NBR	0	0	260		140	
SBL	2	3200	340	.11	340	.11*
SBT	4	6400	1680	.26*	1320	.21
SBR	1	1600	310	.19	380	.24
EBL	2	3200	330	.10*	600	.19*
EBT	3	4800	370	.09	910	.21
EBR	0	0	70		110	
WBL	2	3200	230	.07	300	.09
WBT	3	4800	720	.15*	620	.13*
WBR	1	1600	170	.11	320	.20

TOTAL CAPACITY UTILIZATION **.61** **.70**

8. Victoria & Ralston

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	260	.16*	410	.26*
NBT	4	6400	1420	.23	1890	.33
NBR	0	0	80		220	
SBL	1	1600	100	.06	200	.13
SBT	4	6400	1740	.29*	1760	.29*
SBR	0	0	110		110	
EBL	1	1600	40	.03	120	.08
EBT	1	1600	120	.08*	240	.15*
EBR	1	1600	220	.14	330	.21
WBL	1	1600	240	.15*	140	.09*
WBT	1	1600	230	.14	130	.08
WBR	1	1600	190	.12	120	.08

TOTAL CAPACITY UTILIZATION **.68** **.79**

10. Victoria & Moon

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	180	.11
NBT	4	6400	1820	.30	2180	.39*
NBR	0	0	100		320	
SBL	1	1600	40	.03	120	.08*
SBT	4	6400	1900	.30*	1840	.33
SBR	0	0	20		250	
EBL	1	1600	30	.02	70	.04
EBT	1	1600	70	.04*	90	.06*
EBR	1	1600	30	.02	170	.11
WBL	1	1600	320	.20*	150	.09*
WBT	1	1600	100	.06	60	.04
WBR	1	1600	60	.04	50	.03

TOTAL CAPACITY UTILIZATION **.57** **.62**

14. Hill & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		20	
NBT	1	1600	100	.10*	60	.14*
NBR	0	0	10		140	
SBL	1	1600	50	.03*	250	.16*
SBT	1	1600	30	.02	70	.04
SBR	1	1600	70	.04	240	.15
EBL	1	1600	170	.11*	110	.07
EBT	3	4800	500	.12	1220	.29*
EBR	0	0	60		190	
WBL	1	1600	180	.11	30	.02*
WBT	3	4800	1100	.29*	700	.16
WBR	0	0	280		50	

TOTAL CAPACITY UTILIZATION **.53** **.61**

15. Johnson & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	330	.10*	190	.06
NBT	2	3200	160	.10	230	.14*
NBR	0	0	170	.11	390	.24
SBL	1	1600	30	.02	100	.06*
SBT	2	3200	170	.05*	200	.06
SBR	d	1600	40	.03	40	.03
EBL	1	1600	50	.03*	30	.02
EBT	3	4800	210	.07	1050	.31*
EBR	0	0	160	.10	450	
WBL	1	1600	380	.24	350	.22*
WBT	3	4800	1370	.30*	520	.12
WBR	0	0	60		40	

TOTAL CAPACITY UTILIZATION **.48** **.73**

18. Seaward & US 101 NB Ramps

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	620	.19*	620	.19*
NBT	2	3200	740	.23	810	.25
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	770	.24*	810	.25*
SBR	1	1600	240	.15	250	.16
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	280	.09*	360	.11*
WBT	0	0	0		0	
WBR	2	3200	480	.15	480	.15

TOTAL CAPACITY UTILIZATION **.52** **.55**

19. Monmouth/US 101 SB & Harbor

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	30	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		670		1050	
SBT	0.5	3200	50	.23*	70	.36*
SBR	0		10		40	
EBL	1	1600	120	.08*	160	.10*
EBT	2	3200	410	.13	430	.15
EBR	0	0	20		40	
WBL	1	1600	30	.02	30	.02
WBT	1	1600	390	.24*	590	.37*
WBR	1	1600	320	.20	330	.21

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.58** **.86**

20. Harbor & Olivas Park

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06	130	.08
NBT	2	3200	1030	.32*	1240	.39*
NBR	1	1600	430	.27	160	.10
SBL	2	3200	460	.14*	440	.14*
SBT	2	3200	660	.21	1370	.43
SBR	1	1600	150	.09	150	.09
EBL	1	1600	80	.05*	230	.14
EBT	2	3200	80	.03	160	.05*
EBR	d	1600	60	.04	130	.08
WBL	1	1600	70	.04	360	.23*
WBT	2	3200	60	.02*	150	.05
WBR	f		380		480	

TOTAL CAPACITY UTILIZATION **.53** **.81**

23. Mills & Loma Vista

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		360	{.13}*	300	{.10}*
NBT	0.5	3200	70	.13	20	.10
NBR	1	1600	50	.03	70	.04
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01	10	.01
EBT	2	3200	320	.10*	600	.19*
EBR	d	1600	320	.20	550	.34
WBL	1	1600	90	.06*	80	.05*
WBT	2	3200	420	.13	340	.11
WBR	d	1600	60	.04	20	.01
Right Turn Adjustment					EBR	.08*

TOTAL CAPACITY UTILIZATION **.33** **.45**

24. Mills & Telegraph

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13	150	.09
NBT	1	1600	430	.27*	280	.18*
NBR	1	1600	250	.16	430	.27
SBL	1	1600	60	.04*	130	.08*
SBT	2	3200	410	.13	520	.16
SBR	1	1600	10	.01	20	.01
EBL	1	1600	30	.02	20	.01
EBT	2	3200	310	.10*	540	.17*
EBR	1	1600	80	.05	130	.08
WBL	2	3200	300	.09*	270	.08*
WBT	2	3200	390	.14	410	.14
WBR	0	0	70		50	
Right Turn Adjustment					NBR	.03*

TOTAL CAPACITY UTILIZATION **.50** **.54**

25. Mills & Maple

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05
NBT	2	3200	1060	.36*	940	.34*
NBR	0	0	100		140	
SBL	1	1600	60	.04*	120	.08*
SBT	2	3200	800	.27	1030	.34
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	260		260	
WBT	1	1600	20	.18*	20	.18*
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.58** **.60**

26. Mills & Dean

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	110	.07*
NBT	2	3200	1280	.40*	1090	.34
NBR	1	1600	300	.19	410	.26
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	930	.30	1130	.36*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	30	.02*
EBR	1	1600	20	.01	190	.12
WBL	2	3200	450	.14*	270	.08*
WBT	1	1600	50	.05	50	.06
WBR	0	0	30		40	
Right Turn Adjustment					EBR	.05*

TOTAL CAPACITY UTILIZATION **.57** **.58**

27. Mills & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	110		430	
NBT	1	1600	300	.26*	600	.64*
NBR	1	1600	290	.18	260	.16
SBL	2.5		850	.27	1170	
SBT	0.5	4800	600	.41*	380	.33*
SBR	0		50		50	
EBL	2	3200	130	.04*	140	.04*
EBT	4	6400	1000	.16	940	.15
EBR	1	1600	240	.15	360	.23
WBL	2	3200	330	.10	380	.12
WBT	3	4800	1170	.24*	1240	.26*
WBR	2	3200	1280	.40	1010	.32

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.95** **1.27**

28. US 101 NB Ramps & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	630	.20*	340	.11*
SBT	0	0	0		0	
SBR	3	4800	1790	.37	1250	.26
EBL	0	0	0		0	
EBT	3	4800	1830	.38*	2170	.45*
EBR	f		310		210	
WBL	2	3200	400	.13*	450	.14*
WBT	3	4800	990	.21	1390	.29
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.71** **.70**

29. SR 126 EB Ramps & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	300	.09	530	.17*
EBT	3	4800	2240	.47*	2350	.49
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1210	.25	1940	.40*
WBR	f		130		340	

TOTAL CAPACITY UTILIZATION **.47** **.57**

30. Callens & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		170	{.06}*	540	{.17}*
NBT	0.5	3200	10	.06	10	.17
NBR	1	1600	70	.04	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	4	6400	2000	.31*	2190	.34*
EBR	d	1600	240	.15	130	.08
WBL	2	3200	100	.03*	190	.06*
WBT	3	4800	1170	.25	1730	.36
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.42** **.59**

31. Donlon & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		170		520	
NBT	0	3200	0	.07*	0	.23*
NBR	0.5		40		220	
SBL	1.5		320		320	
SBT	0.5	3200	180	.16*	100	.13*
SBR	1	1600	170	.11	200	.13
EBL	0	0	0		0	
EBT	4	6400	1820	.28*	2240	.35*
EBR	d	1600	140	.09	140	.09
WBL	2	3200	90	.03*	250	.08*
WBT	3	4800	1030	.21	1350	.28
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.54** **.79**

32. Telephone & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08	530	.17
NBT	2	3200	340	.11*	1100	.34*
NBR	1	1600	120	.08	360	.23
SBL	1.5		240	.15	480	
SBT	1.5	4800	1050	.33*	870	.28*
SBR	f		720		900	
EBL	2	3200	430	.13	690	.22
EBT	3	4800	1010	.21*	1360	.28*
EBR	f		330		440	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.90**

33. US 101 NB Ramps & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		690		580	
NBT	0.5	3200	20	.22*	100	.21*
NBR	1	1600	270	.17	410	.26
SBL	0.5		40		10	
SBT	0	3200	0	.12*	0	{.01}*
SBR	1.5		340		230	
EBL	1	1600	20	.01*	270	.17*
EBT	3	4800	790	.16	1900	.40
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1020	.21*	1440	.30*
WBR	0	0	10		20	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.69**

34. Portola & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08*	330	.10*
NBT	1	1600	10	.01	40	.03
NBR	1	1600	10	.01	70	.04
SBL	1	1600	30	.02	30	.02
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	130	.08	70	.04
EBL	1	1600	40	.03*	180	.11
EBT	3	4800	650	.14	1690	.35*
EBR	d	1600	230	.14	310	.19
WBL	1	1600	20	.01	60	.04*
WBT	3	4800	860	.18*	940	.20
WBR	0	0	20		30	

Right Turn Adjustment SBR .05*

TOTAL CAPACITY UTILIZATION **.35** **.50**

35. Saratoga & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	30	.02
NBT	1	1600	10	.08*	50	.14*
NBR	0	0	110		180	
SBL	1	1600	30	.02*	40	.03*
SBT	1	1600	40	.03	40	.03
SBR	1	1600	30	.02	20	.01
EBL	1	1600	20	.01*	10	.01
EBT	3	4800	670	.14	1560	.33*
EBR	d	1600	50	.03	160	.10
WBL	1	1600	50	.03	80	.05*
WBT	3	4800	910	.19*	980	.21
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION **.30** **.55**

38. Telephone & Market

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08	110	.07
NBT	3	4800	660	.14*	970	.20*
NBR	d	1600	140	.09	110	.07
SBL	1	1600	430	.27*	160	.10*
SBT	3	4800	370	.08	880	.18
SBR	d	1600	170	.11	180	.11
EBL	1	1600	100	.06	240	.15*
EBT	1	1600	310	.19*	240	.15
EBR	1	1600	60	.04	110	.07
WBL	1	1600	60	.04*	210	.13
WBT	1	1600	130	.08	430	.27*
WBR	1	1600	110	.07	520	.33

TOTAL CAPACITY UTILIZATION **.64** **.72**

42. Telephone & McGrath

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	120	.08*
NBT	3	4800	830	.17	970	.20
NBR	d	1600	300	.19	100	.06
SBL	1	1600	60	.04	60	.04
SBT	2	3200	310	.10*	1130	.35*
SBR	1	1600	60	.04	50	.03
EBL	1	1600	30	.02	70	.04
EBT	1	1600	70	.04*	40	.03*
EBR	1	1600	110	.07	210	.13
WBL	1	1600	70	.04*	320	.20*
WBT	1	1600	40	.03	140	.09
WBR	1	1600	50	.03	130	.08
Right Turn Adjustment					EBR	.04*

TOTAL CAPACITY UTILIZATION **.29** **.70**

45. Catalina & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	1	1600	50	.04*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	250	.08*	80	.03*
SBT	1	1600	20	.04	10	.01
SBR	0	0	50		10	
EBL	0.5		40		10	{.01}*
EBT	1.5	3200	760	.25*	760	.24
EBR	0		10		10	
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	500	.21	770	.28*
WBR	0	0	160		140	

TOTAL CAPACITY UTILIZATION **.38** **.34**

46. Seaward & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	220	.14*
NBT	1	1600	170	.11	170	.11
NBR	1	1600	260	.16	210	.13
SBL	1	1600	40	.03	80	.05
SBT	1	1600	140	.09*	80	.05*
SBR	1	1600	190	.12	80	.05
EBL	1	1600	110	.07	90	.06
EBT	2	3200	720	.23*	650	.20*
EBR	1	1600	200	.13	140	.09
WBL	0.5		80		130	
WBT	1.5	3200	460	.18*	680	.28*
WBR	0		20		90	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.67**

47. Main & Loma Vista

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	310	.10*	450	.14*
NBR	f		40		180	
SBL	1	1600	570	.36*	380	.24*
SBT	2	3200	550	.18	590	.19
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	50	{.03}*	120	{.08}*
WBT	1	1600	30	.05	40	.10
WBR	2	3200	340	.11	440	.14

TOTAL CAPACITY UTILIZATION **.53** **.51**

49. Main & Telegraph

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.18	650	
NBT	1.5	4800	590	.18*	740	.29*
NBR	f		170		130	
SBL	1.5		190	.12	250	.16
SBT	1.5	4800	500	.17*	760	.25*
SBR	0		30		40	
EBL	0	0	0		0	
EBT	2	3200	250	.08	370	.12
EBR	f		710		640	
WBL	0	0	0		0	
WBT	1.5	4800	310	.10*	430	{.13}*
WBR	1.5		120		220	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.45** **.67**

50. Emma & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	80	.05	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1090	.34*	1280	.40*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	60	.04*	80	.05*
WBT	3	4800	970	.20	1610	.34
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.42** **.47**

51. Lemon Grove & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	20	.03*	20	.03*
NBR	0		140	.09	50	
SBL	1.5		40		90	
SBT	0.5	3200	10	.02*	10	.03*
SBR	1	1600	60	.04	60	.04
EBL	1	1600	30	.02	60	.04
EBT	2	3200	1180	.37*	1250	.39*
EBR	d	1600	10	.01	40	.03
WBL	1	1600	100	.06*	70	.04*
WBT	3	4800	970	.21	1470	.32
WBR	0	0	60		60	
Right Turn Adjustment		NBR	.01*			

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.49** **.49**

53. Kimball & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	260	.08*	500	.16*
SBT	0	0	0		0	
SBR	2	3200	1190	.37	640	.20
EBL	2	3200	260	.08*	940	.29*
EBT	3	4800	320	.07	1010	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	910	.28*	650	.20*
WBR	1	1600	680	.43	360	.23
Right Turn Adjustment		Multi	.32*			

TOTAL CAPACITY UTILIZATION **.76** **.65**

55. Kimball & SR 126 EB Ramps

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1350	.28	850	.18*
NBR	f		120		410	
SBL	1	1600	30	.02	30	.02*
SBT	3	4800	1460	.30*	860	.18
SBR	0	0	0		0	
EBL	2	3200	130	.04*	380	.12*
EBT	0	0	10		0	
EBR	f		240		550	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .34 .32

56. Kimball & SR 126 WB Ramps

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	250	.08*
NBT	3	4800	820	.17	770	.16
NBR	d	1600	60	.04	220	.14
SBL	1	1600	10	.01	10	.01
SBT	3	4800	690	.14*	530	.11*
SBR	d	1600	220	.14	110	.07
EBL	1.5		40		40	
EBT	0.5	3200	10	.02*	10	.02*
EBR	1	1600	620	.39	240	.15
WBL	0	0	170		120	
WBT	1	1600	140	.19*	70	.12*
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment			EBR	.23*	EBR	.07*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .76 .40

58. Kimball & Telegraph

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	160	.05*	90	.03
NBT	2	3200	90	.03	170	.05*
NBR	1	1600	90	.06	160	.10
SBL	1	1600	30	.02	60	.04*
SBT	2	3200	180	.06*	170	.05
SBR	1	1600	30	.02	30	.02
EBL	1	1600	20	.01	40	.03
EBT	2	3200	180	.06*	570	.18*
EBR	1	1600	60	.04	210	.13
WBL	2	3200	210	.07*	120	.04*
WBT	2	3200	380	.12	310	.10
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment					NBR	.02*

TOTAL CAPACITY UTILIZATION .24 .33

60. Ramelli & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	20	.01*
NBT	1	1600	0	.00	10	.01
NBR	1	1600	170	.11	530	.33
SBL	1	1600	0	.00	0	.00
SBT	1	1600	0	.01*	10	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	3	4800	340	.08	1430	.31*
EBR	0	0	40		80	
WBL	1	1600	370	.23	190	.12*
WBT	3	4800	1680	.35*	1060	.22
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.22*

TOTAL CAPACITY UTILIZATION .38 .67

61. Montgomery & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	270	.17*	70	.04*
NBT	1	1600	80	.05	20	.01
NBR	d	1600	20	.01	140	.09
SBL	1	1600	20	.01	10	.01
SBT	1	1600	60	.04*	30	.02*
SBR	1	1600	90	.06	30	.02
EBL	1	1600	10	.01*	40	.03
EBT	2	3200	510	.16	790	.25*
EBR	d	1600	80	.05	120	.08
WBL	1	1600	90	.06	70	.04*
WBT	2	3200	1120	.35*	680	.21
WBR	1	1600	10	.01	20	.01
Right Turn Adjustment			SBR	.01*	NBR	.01*

TOTAL CAPACITY UTILIZATION **.58** **.36**

63. Petit & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	150	.09
NBT	1	1600	40	.10	60	.19*
NBR	0	0	120		250	
SBL	1	1600	30	.02	30	.02*
SBT	1	1600	80	.05*	50	.03
SBR	1	1600	120	.08	70	.04
EBL	1	1600	80	.05*	80	.05
EBT	2	3200	330	.10	780	.24*
EBR	d	1600	90	.06	250	.16
WBL	1	1600	150	.09	220	.14*
WBT	2	3200	790	.25*	520	.16
WBR	d	1600	20	.01	50	.03

TOTAL CAPACITY UTILIZATION **.46** **.59**

65. Sanjon & Thompson

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	510	.16*	550	.17*
NBT	0	0	0		0	
NBR	1	1600	180	.11	160	.10
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	470	.24*	670	.31*
EBR	0	0	300		310	
WBL	1	1600	120	.08*	140	.09*
WBT	2	3200	510	.16	760	.24
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.48** **.57**

68. Seaward & Thompson

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09	270	.17*
NBT	2	3200	460	.14*	420	.13
NBR	d	1600	160	.10	130	.08
SBL	1	1600	120	.08*	80	.05
SBT	2	3200	350	.11	270	.08*
SBR	d	1600	50	.03	100	.06
EBL	1	1600	90	.06	90	.06
EBT	2	3200	640	.23*	770	.27*
EBR	0	0	80		100	
WBL	2	3200	160	.05*	200	.06*
WBT	2	3200	420	.13	760	.24
WBR	1	1600	30	.02	70	.04

TOTAL CAPACITY UTILIZATION **.50** **.58**

71. Sanjon & Harbor

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	150	.09*	390	.24*
SBT	0	0	0		0	
SBR	1	1600	70	.04	120	.08
EBL	1	1600	60	.04*	110	.07*
EBT	1	1600	310	.19	480	.30
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	250	.16*	590	.37*
WBR	1	1600	490	.31	240	.15
Right Turn Adjustment			WBR	.08*		

TOTAL CAPACITY UTILIZATION **.37** **.68**

75. Ashwood & Telegraph

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03	40	.03
NBT	1	1600	60	.04*	100	.06*
NBR	d	1600	60	.04	70	.04
SBL	1	1600	70	.04*	170	.11*
SBT	1	1600	50	.03	80	.05
SBR	1	1600	150	.09	120	.08
EBL	1	1600	80	.05*	170	.11
EBT	2	3200	510	.16	850	.27*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	60	.04*
WBT	2	3200	560	.18*	590	.18
WBR	d	1600	100	.06	90	.06

TOTAL CAPACITY UTILIZATION **.31** **.48**

77. Day & Telegraph

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	230	.07*	340	.11*
SBT	0	0	0		0	
SBR	1	1600	90	.06	110	.07
EBL	1	1600	110	.07*	60	.04
EBT	2	3200	480	.15	890	.28*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	940	.29*	770	.24
WBR	d	1600	350	.22	230	.14

TOTAL CAPACITY UTILIZATION **.43** **.39**

85. Victoria & Olivas Park

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	820	.26*	660	.21*
NBT	3	4800	1860	.39	1760	.37
NBR	1	1600	490	.31	430	.27
SBL	2	3200	500	.16	220	.07
SBT	3	4800	1620	.34*	1700	.35*
SBR	f		170		200	
EBL	2	3200	310	.10	380	.12
EBT	2	3200	200	.06*	270	.08*
EBR	f		230		920	
WBL	1	1600	110	.07*	340	.21*
WBT	2	3200	70	.02	430	.13
WBR	f		130		210	

TOTAL CAPACITY UTILIZATION **.73** **.85**

86. Telephone & Olivas Park

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	2	3200	520	.16*	900	.28*
SBT	1	1600	10	.01	10	.01
SBR	d	1600	300	.19	430	.27
EBL	2	3200	380	.12*	340	.11*
EBT	2	3200	360	.11	550	.17
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	2	3200	440	.14*	530	.17*
WBR	1	1600	600	.38	740	.46
Right Turn Adjustment			WBR	.12*	WBR	.08*
TOTAL CAPACITY UTILIZATION				**.56**		**.66**

91. Johnson & Ralston

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.07*	130	.08*
NBT	1	1600	470	.29	770	.48
NBR	d	1600	20	.01	170	.11
SBL	1	1600	40	.03	60	.04
SBT	1	1600	750	.47*	880	.55*
SBR	d	1600	90	.06	50	.03
EBL	1	1600	40	.03*	80	.05
EBT	1	1600	100	.06	230	.14*
EBR	d	1600	110	.07	260	.16
WBL	1	1600	110	.07	60	.04*
WBT	1	1600	230	.14*	90	.06
WBR	d	1600	90	.06	50	.03
TOTAL CAPACITY UTILIZATION				**.71**		**.81**

92. Johnson & Bristol

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	80	.05*
NBT	2	3200	520	.16	990	.31
NBR	f		190		1090	
SBL	1	1600	10	.01	10	.01
SBT	2	3200	970	.31*	1150	.37*
SBR	0	0	10		20	
EBL	1	1600	10	.01	30	.02
EBT	1	1600	20	.01*	280	.18*
EBR	1	1600	140	.09	190	.12
WBL	2	3200	1000	.31*	460	.14*
WBT	1	1600	260	.16	170	.11
WBR	d	1600	30	.02	10	.01
Right Turn Adjustment			EBR	.06*		
TOTAL CAPACITY UTILIZATION				**.71**		**.74**

94. Johnson & North Bank

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	70	.04*
NBT	3	4800	170	.04	520	.11
NBR	d	1600	20	.01	190	.12
SBL	1	1600	10	.01	70	.04
SBT	3	4800	1550	.37*	1390	.33*
SBR	0	0	230		170	
EBL	2.5		440	.09*	1750	.36*
EBT	1.5	6400	70	.04	350	.22
EBR	1	1600	450	.28	340	.21
WBL	1.5		140		240	
WBT	1.5	4800	80	.05*	140	.08*
WBR	1	1600	20	.01	80	.05
Right Turn Adjustment			EBR	.16*		
TOTAL CAPACITY UTILIZATION				**.71**		**.81**

95. Bristol & Ramelli

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	1	1600	20	.02*	10	.02*
NBR	0	0	10		20	
SBL	1	1600	10	.01*	30	.02*
SBT	1	1600	20	.01	30	.02
SBR	1	1600	260	.16	110	.07
EBL	1	1600	10	.01*	150	.09*
EBT	2	3200	200	.07	670	.21
EBR	0	0	10		10	
WBL	1	1600	20	.01	10	.01
WBT	2	3200	890	.30*	380	.13*
WBR	0	0	70		30	
Right Turn Adjustment			SBR	.13*		

TOTAL CAPACITY UTILIZATION **.47** **.26**

96. Montgomery & North Bank

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	40	.03*	120	.08*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	370	.23	170	.11
EBL	1	1600	100	.06*	310	.19*
EBT	2	3200	110	.03	390	.12
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	470	.29*	270	.17*
WBR	d	1600	210	.13	80	.05
Right Turn Adjustment			SBR	.13*		

TOTAL CAPACITY UTILIZATION **.54** **.46**

100. Saticoy & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11	140	.09*
NBT	1	1600	200	.13*	150	.09
NBR	1	1600	120	.08	90	.06
SBL	1	1600	190	.12*	100	.06
SBT	1	1600	110	.07	140	.09*
SBR	1	1600	260	.16	160	.10
EBL	1	1600	110	.07*	180	.11*
EBT	2	3200	220	.07	650	.20
EBR	1	1600	100	.06	180	.11
WBL	1	1600	80	.05	110	.07
WBT	2	3200	330	.15*	470	.17*
WBR	0	0	140		60	

TOTAL CAPACITY UTILIZATION **.47** **.46**

101. Saticoy & Telegraph

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	170		80	
NBT	1	1600	70	.18*	50	.10*
NBR	0	0	50		30	
SBL	0	0	10		20	
SBT	1	1600	70	.09*	30	.04*
SBR	0	0	60		20	
EBL	1	1600	20	.01	20	.01
EBT	1	1600	190	.17*	410	.35*
EBR	0	0	80		150	
WBL	1	1600	50	.03*	30	.02*
WBT	1	1600	280	.18	280	.18
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.47** **.51**

102. Wells & Telegraph

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	250	.16*
NBT	1	1600	130	.08	290	.18
NBR	1	1600	60	.04	260	.16
SBL	1	1600	10	.01	10	.01
SBT	1	1600	280	.18*	200	.13*
SBR	1	1600	40	.03	30	.02
EBL	1	1600	20	.01	40	.03
EBT	1	1600	40	.16*	190	.25*
EBR	0	0	210		210	
WBL	1	1600	340	.21*	130	.08*
WBT	1	1600	150	.10	100	.08
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.66** **.62**

104. Wells & SR 126 EB Ramps

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	890	.19	1430	.30
NBR	f		590		1570	
SBL	0	0	0		0	
SBT	3	4800	2650	.55*	1730	.36*
SBR	f		80		60	
EBL	1	1600	100	.06*	330	.21*
EBT	0	0	0		0	
EBR	1	1600	170	.11	610	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.05*	EBR	.17*

TOTAL CAPACITY UTILIZATION **.66** **.74**

105. Wells & Darling

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1270	.26	2840	.59*
NBR	d	1600	70	.04	170	.11
SBL	1	1600	120	.08	340	.21*
SBT	3	4800	2420	.50*	1850	.39
SBR	d	1600	10	.01	10	.01
EBL	0	0	80		40	
EBT	1	1600	30	.13*	40	.08*
EBR	0	0	100		40	
WBL	1	1600	60	.04*	280	.18*
WBT	1	1600	30	.06	40	.15
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.69** **1.06**

106. Wells & Telephone

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	420	.13
NBT	3	4800	1250	.26	2900	.62*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	2510	.52*	1940	.40
SBR	1	1600	130	.08	420	.26
EBL	1.5		160	{.05}*	240	{.08}*
EBT	0.5	3200	0	.05	0	.08
EBR	2	3200	540	.17	540	.17
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.03*		

TOTAL CAPACITY UTILIZATION **.72** **.73**

114. California & Thompson

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40		30	.02
NBT	0.5	3200	10	.02*	30	.02*
NBR	1	1600	50	.03	90	.06
SBL	1.5		120		150	
SBT	1.5	4800	90	.05*	190	.07*
SBR	0		10		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	850	.32*	950	.33*
EBR	0	0	170		100	
WBL	1	1600	70	.04*	80	.05*
WBT	2	3200	310	.10	380	.14
WBR	0	0	10		70	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.43** **.47**

115. Chestnut & Thompson

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	30	.02	80	.05
SBT	1	1600	270	.18*	340	.23*
SBR	0	0	10		30	
EBL	1	1600	20	.01	20	.01
EBT	2	3200	560	.18*	660	.21*
EBR	f		400		540	
WBL	1	1600	200	.13*	200	.13*
WBT	2	3200	450	.15	620	.21
WBR	0	0	30		60	

TOTAL CAPACITY UTILIZATION **.50** **.58**

120. Ventura & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	50	.03
NBT	1	1600	340	.21*	690	.43*
NBR	1	1600	20	.01	30	.02
SBL	1	1600	120	.08*	120	.08*
SBT	1	1600	370	.23	390	.24
SBR	1	1600	70	.04	50	.03
EBL	1	1600	30	.02	150	.09*
EBT	1	1600	170	.11*	300	.19
EBR	d	1600	30	.02	40	.03
WBL	1	1600	10	.01*	20	.01
WBT	1	1600	90	.06	190	.12*
WBR	1	1600	170	.11	140	.09

TOTAL CAPACITY UTILIZATION **.41** **.72**

132. Ventura & Stanley

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	330	.21*	300	.19*
NBT	1	1600	270	.17	360	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	460	.29*	390	.24*
SBR	1	1600	530	.33	370	.23
EBL	1	1600	390	.24*	660	.41*
EBT	0	0	0		0	
EBR	1	1600	230	.14	140	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.74** **.84**

136. US 101 SB Ramps & Valentine

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		530	.17*	540	.17*
SBT	0	4800	0		0	
SBR	1.5		70		20	
EBL	1	1600	120	.08*	530	.33*
EBT	2	3200	180	.06	680	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	980	.31*	400	.13*
WBR	f		810		880	

TOTAL CAPACITY UTILIZATION **.56** **.63**

138. Johnson & US 101 SB Ramps

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	700	.44*
NBT	1	1600	140	.09	510	.32
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	640	.40*	400	.25*
SBR	f		1490		1600	
EBL	1	1600	110	.07*	260	.16*
EBT	0	0	0		0	
EBR	1	1600	130	.08	80	.05
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.58** **.85**

160. Victoria & US 101 NB Ramps

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	510	.16*	530	.17*
NBT	3	4800	1380	.29	1930	.40
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2640	.41*	2180	.34*
SBR	1	1600	130	.08	350	.22
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	800	.25*	640	.20*
WBT	0	0	0		0	
WBR	3	4800	890	.19	1110	.23

TOTAL CAPACITY UTILIZATION **.82** **.71**

161. Victoria & Valentine

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	220	.07*
NBT	3	4800	1840	.39	2280	.49
NBR	0	0	20		50	
SBL	1	1600	40	.03	50	.03
SBT	2	3200	1680	.52*	1620	.51*
SBR	f		1660		1160	
EBL	2.5		300		640	
EBT	0.5	4800	40	.07*	20	.14*
EBR	1	1600	410	.26	560	.35
WBL	0	0	20		30	
WBT	1	1600	10	.02*	30	.04*
WBR	1	1600	80	.05	100	.06
Right Turn Adjustment			EBR	.11*	EBR	.14*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

TOTAL CAPACITY UTILIZATION **.80** **.90**

162. California & Harbor

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	250	.16*	340	.21*
SBT	0	0	0		0	
SBR	1	1600	30	.02	50	.03
EBL	1	1600	20	.01	80	.05*
EBT	1	1600	240	.15*	250	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	160	.07	240	.12*
WBR	0	0	50		130	

TOTAL CAPACITY UTILIZATION **.31** **.38**

163. Santa Clara & Main

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	260	.08	210	.07
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	350	.11*	470	.15*
EBR	0	0	10		10	
WBL	1	1600	140	.09*	160	.10*
WBT	2	3200	360	.12	480	.16
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.25** **.29**

164. Seaward & Poli

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	170		190	
NBT	1	1600	0	.18*	0	.22*
NBR	0	0	120		160	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	150	.09*	340	.21*
EBR	d	1600	80	.05	150	.09
WBL	1	1600	230	.14*	90	.06*
WBT	1	1600	170	.11	290	.18
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.41** **.49**

165. Seaward & Harbor

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	70	.04
NBT	2	3200	360	.13*	280	.11*
NBR	0	0	50		80	
SBL	2	3200	500	.16*	420	.13*
SBT	2	3200	180	.06	300	.09
SBR	1	1600	310	.19	470	.29
EBL	2	3200	330	.10	360	.11
EBT	2	3200	740	.24*	1260	.41*
EBR	0	0	20		40	
WBL	1	1600	20	.01*	40	.03*
WBT	2	3200	310	.10	500	.16
WBR	2	3200	920	.29	1090	.34
Right Turn Adjustment			WBR	.02*		

TOTAL CAPACITY UTILIZATION **.56** **.68**

166. College & Telegraph

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.06*	0	.08*
NBR	0	0	50		110	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	590	.20*	910	.31*
EBR	0	0	60		80	
WBL	1	1600	130	.08*	50	.03*
WBT	2	3200	720	.23	690	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.42**

168. Day & Foothill

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	210	.13*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	270	.17
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	450	.40*	470	.43*
EBR	0	0	190		220	
WBL	1	1600	260	.16*	210	.13*
WBT	1	1600	410	.31	430	.30
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.73** **.73**

169. Kimball & Foothill

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	280	.18*	120	.08*
NBT	0	0	0		0	
NBR	1	1600	20	.01	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	200	.26	390	.36*
EBR	0	0	210		190	
WBL	1	1600	60	.04	30	.02*
WBT	1	1600	530	.33*	190	.12
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.46**

170. Petit & Foothill

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		10	
NBT	1	1600	0	.03*	0	.03*
NBR	0	0	10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	160	.10	230	.14*
EBR	1	1600	40	.03	30	.02
WBL	0	0	10		10	{.01}*
WBT	1	1600	480	.31*	180	.12
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.18**

171. Saticoy & Foothill

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	100		50	
NBT	1	1600	0	.08*	0	.04*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	140	.12	320	.26*
EBR	0	0	50		90	
WBL	0	0	20		20	{.01}*
WBT	1	1600	430	.28*	180	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.36** **.31**

172. Wells & Foothill

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	120	.08*
NBT	0	0	10		10	
NBR	1	1600	40	.03	80	.05
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	60	.04	210	.14*
EBR	1	1600	100	.06	120	.08
WBL	0	0	70		30	{.02}*
WBT	1	1600	300	.24*	60	.06
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.33** **.26**

173. Victoria & SR 126 WB Ramps

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1210	.29	2100	.51*
NBR	0	0	200		340	
SBL	0	0	0		0	
SBT	3	4800	1920	.44*	1500	.33
SBR	0	0	190		80	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	600	.38	400	.25
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	210	.13	150	.09
Right Turn Adjustment			Multi	.40*	Multi	.20*

TOTAL CAPACITY UTILIZATION **.84** **.71**

174. Petit & Telegraph

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	50	.03*
NBT	1	1600	20	.01	10	.01
NBR	1	1600	10	.01	20	.01
SBL	1	1600	30	.02	20	.01
SBT	1	1600	20	.03*	30	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	270	.08	590	.18
EBR	1	1600	50	.03	90	.06
WBL	1	1600	10	.01	10	.01
WBT	1	1600	530	.33*	320	.20*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.41** **.27**

175. Ventura & North Bank

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	80		60	
SBT	1	1600	0	.10*	0	.12*
SBR	0	0	80		130	
EBL	1	1600	180	.11*	550	.34
EBT	2	3200	940	.29	2470	.77*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	340	.21*	380	.24
WBR	1	1600	50	.03	20	.01

TOTAL CAPACITY UTILIZATION **.42** **.89**

176. Saticoy & Darling

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1600	150	.10	230	.15*
NBR	1	1600	110	.07	30	.02
SBL	0	0	50		10	{.01}*
SBT	1	1600	240	.18*	190	.13
SBR	1	1600	80	.05	90	.06
EBL	0	0	60		60	
EBT	1	1600	70	.11*	60	.10*
EBR	0	0	40		40	
WBL	0	0	70	{.04}*	50	{.03}*
WBT	1	1600	20	.08	70	.08
WBR	0	0	30		10	

TOTAL CAPACITY UTILIZATION **.34** **.29**

177. Wells & SR 126 WB Ramps

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	530	.17	1370	.43*
NBR	f		430		380	
SBL	0	0	0		0	
SBT	2	3200	1070	.33*	750	.23
SBR	f		430		200	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1660		1040	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	180	.11	100	.06
Right Turn Adjustment					WBR	.06*

TOTAL CAPACITY UTILIZATION **.33** **.49**

178. SR-33 Ramps & Stanley

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	710	.44	830	.52
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	280	.18	180	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	700	.44*	910	.57*
WBR	f		180		170	
Right Turn Adjustment			NBR	.24*	NBR	.17*

TOTAL CAPACITY UTILIZATION **.68** **.74**

179. SR-33 Ramps & Shell

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	700		680	
SBT	1	1600	0	.46*	0	.44*
SBR	0	0	30		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	140	.09	100	.07
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	720	.49*	740	.53*
WBR	0	0	70		110	

TOTAL CAPACITY UTILIZATION **.96** **.98**

180. Estates & Telegraph

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	50	.03
NBT	1	1600	10	.04	10	.07*
NBR	0	0	60		100	
SBL	0	0	10		10	{.01}*
SBT	1	1600	10	.02*	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	2	3200	540	.17	810	.25*
EBR	d	1600	60	.04	60	.04
WBL	1	1600	30	.02	90	.06*
WBT	2	3200	660	.21*	790	.25
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.28** **.39**

181. Ventura & Ramona

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	50	.03
NBT	1	1600	360	.24*	630	.41*
NBR	0	0	20		20	
SBL	1	1600	80	.05*	70	.04*
SBT	1	1600	400	.26	470	.31
SBR	0	0	20		30	
EBL	0	0	20	{.01}*	30	{.02}*
EBT	1	1600	10	.03	20	.04
EBR	0	0	10		20	
WBL	0	0	10		20	
WBT	1	1600	20	.03*	30	.04*
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.33** **.51**

182. Olive & Main St

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	600	.38*	450	.28*
SBT	1	1600	20	.06	30	.08
SBR	0	0	80		90	
EBL	0	0	90	{.06}*	280	
EBT	1	1600	80	.11	220	.31*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	170	.11*	170	.11
WBR	1	1600	200	.13	450	.28

TOTAL CAPACITY UTILIZATION **.56** **.61**

190. Petit Av & North Bank Dr

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	40	.03*	80	.05*
SBT	0	0	0		0	
SBR	1	1600	260	.16	240	.15
EBL	1	1600	60	.04*	280	.18*
EBT	2	3200	60	.02	140	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	110	.03*	90	.03*
WBR	d	1600	70	.04	40	.03
Right Turn Adjustment			SBR	.10*		
TOTAL CAPACITY UTILIZATION				**.20**		**.26**

191. Saticoy Av & North Bank Dr

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	20		10	
SBL	1	1600	20	.01*	60	.04*
SBT	1	1600	10	.02	30	.04
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03*
EBT	2	3200	90	.03*	80	.03
EBR	d	1600	0	.00	10	.01
WBL	1	1600	0	.00	10	.01
WBT	2	3200	40	.01	80	.03*
WBR	d	1600	60	.04	140	.09
Right Turn Adjustment			WBR	.01*	WBR	.03*
TOTAL CAPACITY UTILIZATION				**.08**		**.15**

192. Los Angeles Av & North Bank

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	190	.12
NBT	3	4800	1430	.30	3110	.65*
NBR	d	1600	20	.01	70	.04
SBL	1	1600	110	.07	170	.11*
SBT	3	4800	2800	.58*	2240	.47
SBR	d	1600	150	.09	80	.05
EBL	1	1600	50	.03*	110	.07*
EBT	1	1600	10	.01	20	.01
EBR	1	1600	140	.09	160	.10
WBL	1	1600	50	.03	60	.04
WBT	1	1600	10	.01*	20	.01*
WBR	1	1600	100	.06	170	.11
Right Turn Adjustment			EBR	.03*	WBR	.02*
TOTAL CAPACITY UTILIZATION				**.71**		**.86**

193. Saticoy Av & A St

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	230	.14*	140	.09
NBR	1	1600	10	.01	30	.02
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	210	.13	190	.12*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	20	.01*	10	.01*
WBT	0	0	0		0	
WBR	1	1600	20	.01	10	.01
TOTAL CAPACITY UTILIZATION				**.16**		**.13**

194. Wells Rd & A St

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	140	.09
NBT	2	3200	390	.14	860	.32*
NBR	0	0	50		170	
SBL	1	1600	10	.01	40	.03*
SBT	2	3200	840	.27*	580	.18
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	1	1600	10	.01*	10	.01*
EBR	1	1600	120	.08	60	.04
WBL	1	1600	150	.09*	80	.05*
WBT	1	1600	10	.03	10	.01
WBR	0	0	30		10	
Right Turn Adjustment			EBR	.05*		
TOTAL CAPACITY UTILIZATION				**.44**		**.41**

200. Harbor & Mills

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	530	.17*	940	.29*
NBR	1	1600	370	.23	210	.13
SBL	1	1600	290	.18*	140	.09*
SBT	2	3200	590	.18	850	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	50	.03*	420	.26*
WBT	0	0	0		0	
WBR	1	1600	50	.03	280	.18
Right Turn Adjustment			NBR	.04*		
TOTAL CAPACITY UTILIZATION				**.42**		**.64**

201. Mills & B St

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.00	0	.00
NBT	2	3200	1100	.34*	1210	.38*
NBR	1	1600	400	.25	750	.47
SBL	1	1600	340	.21*	270	.17*
SBT	2	3200	820	.26	1360	.43
SBR	1	1600	70	.04	150	.09
EBL	1	1600	70	.04	120	.08
EBT	1	1600	150	.09*	120	.08*
EBR	1	1600	0	.00	0	.00
WBL	2	3200	400	.13*	640	.20*
WBT	1	1600	80	.05	150	.09
WBR	1	1600	150	.09	490	.31
TOTAL CAPACITY UTILIZATION				**.77**		**.83**

202. Telephone & B St

2025 Scenario 3 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03	240	.15*
NBT	2	3200	950	.30*	840	.26
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	480	.15	1170	.37*
SBR	1	1600	70	.04	460	.29
EBL	1	1600	300	.19*	210	.13*
EBT	0	0	0		0	
EBR	1	1600	390	.24	180	.11
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				**.49**		**.65**

NON-COMMITTED IMPROVEMENTS

27. Mills & Main

2025 Scenario 3 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.07	430	.27*
NBT	2	3200	300	.09*	600	.19
NBR	1	1600	290	.18	260	.16
SBL	2.5		850		1170	
SBT	1.5	6400	600	.23*	380	.25*
SBR	0		50		50	
EBL	2	3200	130	.04*	140	.04*
EBT	4	6400	1000	.16	940	.15
EBR	1	1600	240	.15	360	.23
WBL	2	3200	330	.10	380	.12
WBT	3	4800	1170	.24*	1240	.26*
WBR	2	3200	1280	.40	1010	.32

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.82**

105. Wells & Darling

2025 Scenario 3 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1270	.26	2840	.59*
NBR	d	1600	70	.04	170	.11
SBL	2	3200	120	.04	340	.11*
SBT	3	4800	2420	.50*	1850	.39
SBR	d	1600	10	.01	10	.01
EBL	1	1600	80	.05*	40	.03*
EBT	1	1600	30	.08	40	.05
EBR	0	0	100		40	
WBL	2	3200	60	.02	280	.09
WBT	1	1600	30	.06*	40	.15*
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.63** **.88**

SCENARIO 4

1. Victoria & Foothill

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	240	.15*
NBT	1	1600	20	.01	70	.04
NBR	1	1600	190	.12	350	.22
SBL	1	1600	10	.01	10	.01
SBT	1	1600	60	.04*	20	.01*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01*	170	.11
EBT	1	1600	300	.19	460	.29*
EBR	1	1600	220	.14	20	.01
WBL	2	3200	450	.14	260	.08*
WBT	1	1600	570	.36*	330	.21
WBR	d	1600	10	.01	20	.01
Right Turn Adjustment					NBR	.01*

TOTAL CAPACITY UTILIZATION **.50** **.54**

2. Victoria & Loma Vista

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	190	.12*	260	.16*
NBT	2	3200	270	.08	560	.18
NBR	d	1600	10	.01	40	.03
SBL	1	1600	20	.01	20	.01
SBT	2	3200	540	.17*	300	.09*
SBR	d	1600	100	.06	10	.01
EBL	0	0	70		20	
EBT	1	1600	40	.25*	30	.24*
EBR	0	0	290		330	
WBL	0	0	70	{.04}*	30	{.02}*
WBT	1	1600	40	.11	30	.05
WBR	0	0	60		20	

TOTAL CAPACITY UTILIZATION **.58** **.51**

3. Victoria & Telegraph

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21*	1140	.36*
NBT	2	3200	550	.17	920	.29
NBR	1	1600	150	.09	210	.13
SBL	1	1600	190	.12	200	.13
SBT	3	4800	710	.15*	570	.12*
SBR	d	1600	40	.03	20	.01
EBL	1	1600	60	.04	40	.03
EBT	1.5	4800	380	{.16}*	730	{.23}*
EBR	1.5		660		780	{.22}
WBL	2	3200	390	.12*	220	.07*
WBT	2	3200	600	.19	350	.11
WBR	d	1600	60	.04	70	.04

TOTAL CAPACITY UTILIZATION **.64** **.78**

4. Victoria & Woodland

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	220	.14*	60	.04
NBT	3	4800	1420	.31	2120	.48*
NBR	0	0	70		170	
SBL	1	1600	20	.01	20	.01*
SBT	3	4800	1810	.38*	1590	.33
SBR	0	0	30		10	
EBL	0	0	10		20	
EBT	1	1600	10	.11*	10	.04*
EBR	0	0	150		30	
WBL	1.5		250		100	
WBT	0.5	3200	10	.09*	10	.04*
WBR	0		20		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.57**

5. Victoria & SR 126 SB Ramps

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1380	.22	2670	.43*
NBR	0	0	50		50	
SBL	0	0	0		0	
SBT	4	6400	2600	.42*	1900	.31
SBR	0	0	80		80	
EBL	1.5		220	.14	140	.09
EBT	0.5	3200	230	.14*	180	.11*
EBR	1	1600	220	.14	220	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	260	.16	590	.37
Right Turn Adjustment			WBR	.01*	WBR	.37*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.57** **.91**

6. Victoria & Thille

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	70	.04
NBT	4	6400	1320	.28	2480	.40*
NBR	0	0	460	.29	60	
SBL	1	1600	170	.11	40	.03*
SBT	4	6400	2200	.40*	1900	.33
SBR	0	0	370		210	
EBL	1.5		240		330	
EBT	0.5	3200	20	.08*	10	.11*
EBR	1	1600	130	.08	200	.13
WBL	1	1600	30	.02	90	.06
WBT	1	1600	10	.02*	90	.10*
WBR	0	0	20		70	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.53** **.64**

7. Victoria & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	330	.10
NBT	4	6400	1310	.25	1660	.29*
NBR	0	0	270		170	
SBL	2	3200	360	.11	410	.13*
SBT	4	6400	1820	.28*	1330	.21
SBR	1	1600	300	.19	380	.24
EBL	2	3200	310	.10*	620	.19*
EBT	3	4800	390	.09	970	.23
EBR	0	0	50		120	
WBL	2	3200	300	.09	360	.11
WBT	3	4800	750	.16*	760	.16*
WBR	1	1600	180	.11	330	.21

TOTAL CAPACITY UTILIZATION **.64** **.77**

8. Victoria & Ralston

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	240	.15*	380	.24*
NBT	4	6400	1470	.24	2020	.35
NBR	0	0	70		220	
SBL	1	1600	100	.06	200	.13
SBT	4	6400	1910	.32*	1850	.31*
SBR	0	0	120		120	
EBL	1	1600	40	.03	120	.08
EBT	1	1600	150	.09*	290	.18*
EBR	1	1600	220	.14	310	.19
WBL	1	1600	240	.15*	190	.12*
WBT	1	1600	250	.16	170	.11
WBR	1	1600	200	.13	140	.09

TOTAL CAPACITY UTILIZATION **.71** **.85**

10. Victoria & Moon

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	190	.12
NBT	4	6400	1830	.31	2250	.41*
NBR	0	0	150		370	
SBL	1	1600	50	.03	120	.08*
SBT	4	6400	2040	.32*	1960	.35
SBR	0	0	20		250	
EBL	1	1600	30	.02	70	.04
EBT	1	1600	70	.04*	90	.06*
EBR	1	1600	30	.02	160	.10
WBL	1	1600	330	.21*	210	.13*
WBT	1	1600	120	.08	60	.04
WBR	1	1600	70	.04	60	.04

TOTAL CAPACITY UTILIZATION **.60** **.68**

14. Hill & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		20	
NBT	1	1600	110	.11*	60	.17*
NBR	0	0	10		190	
SBL	1	1600	60	.04*	240	.15*
SBT	1	1600	40	.03	70	.04
SBR	1	1600	80	.05	230	.14
EBL	1	1600	170	.11*	100	.06
EBT	3	4800	550	.13	1320	.31*
EBR	0	0	80		160	
WBL	1	1600	130	.08	40	.03*
WBT	3	4800	1210	.31*	790	.18
WBR	0	0	290		90	

TOTAL CAPACITY UTILIZATION **.57** **.66**

15. Johnson & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	360	.11*	250	.08
NBT	2	3200	170	.11	220	.14*
NBR	0	0	300	.19	430	.27
SBL	1	1600	80	.05	160	.10*
SBT	2	3200	150	.05*	210	.07
SBR	d	1600	40	.03	40	.03
EBL	1	1600	50	.03	40	.03
EBT	3	4800	280	.09*	1330	.35*
EBR	0	0	170	.11	360	
WBL	1	1600	480	.30*	530	.33*
WBT	3	4800	1420	.31	600	.14
WBR	0	0	70		90	

TOTAL CAPACITY UTILIZATION **.55** **.92**

18. Seaward & US 101 NB Ramps

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.17*	600	.19*
NBT	2	3200	860	.27	900	.28
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	730	.23*	950	.30*
SBR	1	1600	240	.15	250	.16
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	390	.12*	390	.12*
WBT	0	0	0		0	
WBR	2	3200	380	.12	450	.14

TOTAL CAPACITY UTILIZATION **.52** **.61**

19. Monmouth/US 101 SB & Harbor

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	30	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		630		1000	
SBT	0.5	3200	30	.21*	70	.35*
SBR	0		10		50	
EBL	1	1600	130	.08*	160	.10*
EBT	2	3200	390	.13	400	.14
EBR	0	0	20		40	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	370	.23*	570	.36*
WBR	1	1600	310	.19	310	.19

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.55** **.84**

20. Harbor & Olivas Park

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	130	.08*
NBT	2	3200	930	.29*	1120	.35
NBR	1	1600	380	.24	190	.12
SBL	2	3200	170	.05*	170	.05
SBT	2	3200	730	.23	1190	.37*
SBR	1	1600	140	.09	110	.07
EBL	1	1600	70	.04*	160	.10
EBT	2	3200	140	.04	210	.07*
EBR	d	1600	70	.04	130	.08
WBL	1	1600	50	.03	420	.26*
WBT	2	3200	110	.03*	150	.05
WBR	f		50		380	

TOTAL CAPACITY UTILIZATION **.41** **.78**

23. Mills & Loma Vista

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380	{.14}*	280	{.09}*
NBT	0.5	3200	70	.14	20	.09
NBR	1	1600	40	.03	70	.04
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01	10	.01
EBT	2	3200	340	.11*	610	.19*
EBR	d	1600	320	.20	520	.33
WBL	1	1600	60	.04*	80	.05*
WBT	2	3200	430	.13	360	.11
WBR	d	1600	60	.04	20	.01

Right Turn Adjustment EBR .07*

TOTAL CAPACITY UTILIZATION **.33** **.43**

24. Mills & Telegraph

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	140	.09
NBT	1	1600	410	.26*	250	.16*
NBR	1	1600	210	.13	390	.24
SBL	1	1600	60	.04*	140	.09*
SBT	2	3200	360	.11	460	.14
SBR	1	1600	10	.01	20	.01
EBL	1	1600	30	.02	20	.01
EBT	2	3200	340	.11*	530	.17*
EBR	1	1600	80	.05	130	.08
WBL	2	3200	270	.08*	220	.07*
WBT	2	3200	410	.15	420	.15
WBR	0	0	70		70	

Right Turn Adjustment NBR .03*

TOTAL CAPACITY UTILIZATION **.49** **.52**

25. Mills & Maple

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05
NBT	2	3200	990	.34*	830	.29*
NBR	0	0	100		100	
SBL	1	1600	50	.03*	110	.07*
SBT	2	3200	720	.24	890	.30
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	220		210	
WBT	1	1600	20	.15*	20	.14*
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.52** **.50**

26. Mills & Dean

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	100	.06*
NBT	2	3200	1220	.38*	940	.29
NBR	1	1600	280	.18	370	.23
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	810	.26	930	.30*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	30	.02*
EBR	1	1600	20	.01	220	.14
WBL	2	3200	410	.13*	250	.08*
WBT	1	1600	50	.05	50	.06
WBR	0	0	30		40	
Right Turn Adjustment					EBR	.07*

TOTAL CAPACITY UTILIZATION **.54** **.53**

27. Mills & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30		30	
NBT	1	1600	70	.06*	80	.07*
NBR	1	1600	340	.21	240	.15
SBL	2.5		1190		1300	
SBT	0.5	4800	80	.27*	90	.29*
SBR	0		40		20	
EBL	2	3200	100	.03*	100	.03*
EBT	4	6400	1060	.17	1080	.17
EBR	1	1600	20	.01	30	.02
WBL	2	3200	170	.05	370	.12
WBT	3	4800	1110	.23*	1410	.29*
WBR	2	3200	1440	.45	1360	.43
Right Turn Adjustment			Multi	.10*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.68**

28. US 101 NB Ramps & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	610	.19*	330	.10*
SBT	0	0	0		0	
SBR	3	4800	1700	.35	1340	.28
EBL	0	0	0		0	
EBT	3	4800	2270	.47*	2480	.52*
EBR	f		310		160	
WBL	2	3200	390	.12*	520	.16*
WBT	3	4800	1010	.21	1800	.38
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.78** **.78**

29. SR 126 EB Ramps & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	280	.09	420	.13*
EBT	3	4800	2560	.53*	2660	.55
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1210	.25	2370	.49*
WBR	f		140		320	

TOTAL CAPACITY UTILIZATION **.53** **.62**

30. Callens & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180	{.06}*	650	{.21}*
NBT	0.5	3200	10	.06	10	.21
NBR	1	1600	40	.03	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	4	6400	2250	.35*	2380	.37*
EBR	d	1600	300	.19	260	.16
WBL	2	3200	100	.03*	180	.06*
WBT	3	4800	1180	.25	2000	.42
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.46** **.66**

31. Donlon & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		160		560	
NBT	0	3200	0	.06*	0	.23*
NBR	0.5		40		170	
SBL	1.5		380		350	
SBT	0.5	3200	150	.17*	80	.13*
SBR	1	1600	180	.11	210	.13
EBL	0	0	0		0	
EBT	4	6400	1960	.31*	2380	.37*
EBR	d	1600	210	.13	210	.13
WBL	2	3200	110	.03*	250	.08*
WBT	3	4800	1060	.22	1580	.33
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.57** **.81**

32. Telephone & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08	670	.21
NBT	2	3200	250	.08*	1080	.34*
NBR	1	1600	90	.06	290	.18
SBL	1.5		260	.16	590	
SBT	1.5	4800	1000	.31*	720	.27*
SBR	f		750		970	
EBL	2	3200	460	.14	760	.24
EBT	3	4800	1080	.23*	1390	.29*
EBR	f		410		460	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.90**

33. US 101 NB Ramps & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		680		530	
NBT	0.5	3200	30	.22*	80	.19*
NBR	1	1600	270	.17	400	.25
SBL	0.5		40		10	
SBT	0	3200	0	.12*	0	{.01}*
SBR	1.5		340		230	
EBL	1	1600	20	.01*	290	.18*
EBT	3	4800	740	.15	1950	.41
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1020	.21*	1530	.32*
WBR	0	0	10		20	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.70**

34. Portola & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	260	.08*	320	.10*
NBT	1	1600	10	.01	40	.03
NBR	1	1600	10	.01	70	.04
SBL	1	1600	30	.02	30	.02
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	130	.08	70	.04
EBL	1	1600	40	.03*	170	.11
EBT	3	4800	620	.13	1760	.37*
EBR	d	1600	230	.14	300	.19
WBL	1	1600	20	.01	60	.04*
WBT	3	4800	870	.19*	1040	.23
WBR	0	0	20		40	

Right Turn Adjustment SBR .05*

TOTAL CAPACITY UTILIZATION **.36** **.52**

35. Saratoga & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	20	.01
NBT	1	1600	10	.08*	60	.15*
NBR	0	0	110		180	
SBL	1	1600	30	.02*	40	.03*
SBT	1	1600	40	.03	40	.03
SBR	1	1600	30	.02	20	.01
EBL	1	1600	20	.01*	10	.01
EBT	3	4800	630	.13	1610	.34*
EBR	d	1600	60	.04	180	.11
WBL	1	1600	50	.03	80	.05*
WBT	3	4800	930	.20*	1080	.24
WBR	0	0	20		50	

TOTAL CAPACITY UTILIZATION **.31** **.57**

38. Telephone & Market

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09	200	.13
NBT	3	4800	540	.11*	890	.19*
NBR	d	1600	90	.06	100	.06
SBL	1	1600	490	.31*	160	.10*
SBT	3	4800	290	.06	690	.14
SBR	d	1600	170	.11	160	.10
EBL	1	1600	60	.04	210	.13*
EBT	1	1600	270	.17*	240	.15
EBR	1	1600	160	.10	300	.19
WBL	1	1600	50	.03*	170	.11
WBT	1	1600	130	.08	370	.23*
WBR	1	1600	110	.07	610	.38

Right Turn Adjustment WBR .07*

TOTAL CAPACITY UTILIZATION **.62** **.72**

42. Telephone & McGrath

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	230	.14*
NBT	3	4800	670	.14	940	.20
NBR	d	1600	280	.18	90	.06
SBL	1	1600	70	.04	70	.04
SBT	2	3200	320	.10*	1060	.33*
SBR	1	1600	60	.04	50	.03
EBL	1	1600	20	.01	70	.04
EBT	1	1600	70	.04*	30	.02*
EBR	1	1600	120	.08	330	.21
WBL	1	1600	60	.04*	290	.18*
WBT	1	1600	30	.02	100	.06
WBR	1	1600	60	.04	160	.10
Right Turn Adjustment					EBR	.08*

TOTAL CAPACITY UTILIZATION **.29** **.75**

45. Catalina & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	1	1600	30	.03*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	240	.08*	80	.03*
SBT	1	1600	20	.04	10	.01
SBR	0	0	50		10	
EBL	0.5		30		20	{.01}*
EBT	1.5	3200	750	.25*	750	.24
EBR	0		10		10	
WBL	1	1600	10	.01*	50	.03
WBT	2	3200	500	.21	750	.28*
WBR	0	0	170		130	

TOTAL CAPACITY UTILIZATION **.37** **.34**

46. Seaward & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03*	180	.11*
NBT	1	1600	150	.09	180	.11
NBR	1	1600	320	.20	270	.17
SBL	1	1600	40	.03	70	.04
SBT	1	1600	150	.09*	90	.06*
SBR	1	1600	180	.11	80	.05
EBL	1	1600	120	.08	90	.06
EBT	2	3200	730	.23*	670	.21*
EBR	1	1600	140	.09	100	.06
WBL	0.5		100		190	
WBT	1.5	3200	510	.20*	700	.30*
WBR	0		30		80	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.55** **.68**

47. Main & Loma Vista

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	340	.11*	470	.15*
NBR	f		40		160	
SBL	1	1600	600	.38*	410	.26*
SBT	2	3200	570	.18	630	.20
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	50	{.03}*	130	{.08}*
WBT	1	1600	30	.05	40	.11
WBR	2	3200	350	.11	470	.15

TOTAL CAPACITY UTILIZATION **.56** **.54**

49. Main & Telegraph

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300		550	
NBT	1.5	4800	580	.18*	720	.26*
NBR	f		140		90	
SBL	1.5		190	.12	250	.16
SBT	1.5	4800	480	.16*	640	.22*
SBR	0		40		50	
EBL	0	0	0		0	
EBT	2	3200	310	.10	420	.13
EBR	f		670		630	
WBL	0	0	0		0	
WBT	1.5	4800	340	.11*	480	.15*
WBR	1.5		120		190	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.45** **.63**

50. Emma & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	80	.05	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1030	.32*	1150	.36*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	60	.04*	90	.06*
WBT	3	4800	940	.20	1450	.30
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.40** **.44**

51. Lemon Grove & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		50	
NBT	1.5	3200	20	.03*	20	.03*
NBR	0		100	.06	40	
SBL	1.5		30		80	
SBT	0.5	3200	10	.01*	10	.03*
SBR	1	1600	70	.04	70	.04
EBL	1	1600	40	.03	60	.04
EBT	2	3200	1060	.33*	1080	.34*
EBR	d	1600	60	.04	70	.04
WBL	1	1600	30	.02*	30	.02*
WBT	3	4800	910	.20	1270	.27
WBR	0	0	50		50	
Right Turn Adjustment			NBR	.01*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.40** **.42**

53. Kimball & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	500	.16*	650	.20*
SBT	0	0	0		0	
SBR	2	3200	1140	.36	640	.20
EBL	2	3200	330	.10*	800	.25*
EBT	3	4800	480	.10	1300	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	1070	.33*	930	.29*
WBR	1	1600	790	.49	590	.37
Right Turn Adjustment			Multi	.16*		

TOTAL CAPACITY UTILIZATION **.75** **.74**

55. Kimball & SR 126 EB Ramps

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1490	.31*	920	.19
NBR	f		150		420	
SBL	1	1600	30	.02*	20	.01
SBT	3	4800	1550	.32	940	.20*
SBR	0	0	0		0	
EBL	2	3200	130	.04*	430	.13*
EBT	0	0	10		0	
EBR	f		330		600	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.37** **.33**

56. Kimball & SR 126 WB Ramps

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	700	.22*	320	.10*
NBT	3	4800	850	.18	820	.17
NBR	d	1600	60	.04	230	.14
SBL	1	1600	10	.01	10	.01
SBT	3	4800	740	.15*	590	.12*
SBR	d	1600	190	.12	100	.06
EBL	1.5		40		40	
EBT	0.5	3200	10	.02*	10	.02*
EBR	1	1600	670	.42	270	.17
WBL	0	0	170		110	
WBT	1	1600	140	.19*	90	.13*
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment			EBR	.23*	EBR	.07*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.81** **.44**

58. Kimball & Telegraph

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	170	.05*	140	.04*
NBT	2	3200	90	.03	170	.05
NBR	1	1600	80	.05	150	.09
SBL	1	1600	20	.01	60	.04
SBT	2	3200	180	.06*	160	.05*
SBR	1	1600	30	.02	30	.02
EBL	1	1600	20	.01*	40	.03
EBT	2	3200	190	.06	570	.18*
EBR	1	1600	110	.07	260	.16
WBL	2	3200	170	.05	140	.04*
WBT	2	3200	410	.13*	290	.09
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment					NBR	.01*

TOTAL CAPACITY UTILIZATION **.25** **.32**

60. Ramelli & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	120	.08*
NBT	1	1600	0	.00	10	.01
NBR	1	1600	220	.14	480	.30
SBL	1	1600	0	.00	0	.00
SBT	1	1600	0	.01*	10	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	3	4800	510	.13	1620	.40*
EBR	0	0	130		280	
WBL	1	1600	350	.22	240	.15*
WBT	3	4800	1800	.38*	1300	.27
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.10*

TOTAL CAPACITY UTILIZATION **.45** **.74**

61. Montgomery & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	330	.21*	150	.09*
NBT	1	1600	80	.05	20	.01
NBR	d	1600	40	.03	140	.09
SBL	1	1600	20	.01	20	.01
SBT	1	1600	60	.04*	20	.01*
SBR	1	1600	90	.06	40	.03
EBL	1	1600	10	.01*	50	.03
EBT	2	3200	570	.18	810	.25*
EBR	d	1600	160	.10	190	.12
WBL	1	1600	160	.10	110	.07*
WBT	2	3200	1100	.34*	750	.23
WBR	1	1600	10	.01	20	.01
Right Turn Adjustment			SBR	.01*		

TOTAL CAPACITY UTILIZATION **.61** **.42**

63. Petit & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	140	.09
NBT	1	1600	40	.11	50	.20*
NBR	0	0	140		270	
SBL	1	1600	40	.03	30	.02*
SBT	1	1600	60	.04*	50	.03
SBR	1	1600	120	.08	90	.06
EBL	1	1600	90	.06*	90	.06
EBT	2	3200	330	.10	800	.25*
EBR	d	1600	90	.06	270	.17
WBL	1	1600	210	.13	210	.13*
WBT	2	3200	800	.25*	580	.18
WBR	d	1600	20	.01	50	.03

TOTAL CAPACITY UTILIZATION **.46** **.60**

65. Sanjon & Thompson

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	510	.16*	520	.16*
NBT	0	0	0		0	
NBR	1	1600	180	.11	210	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	470	.23*	670	.30*
EBR	0	0	280		290	
WBL	1	1600	130	.08*	140	.09*
WBT	2	3200	520	.16	750	.23
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.47** **.55**

68. Seaward & Thompson

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.08	240	.15*
NBT	2	3200	440	.14*	460	.14
NBR	d	1600	230	.14	170	.11
SBL	1	1600	100	.06*	60	.04
SBT	2	3200	330	.10	340	.11*
SBR	d	1600	50	.03	70	.04
EBL	1	1600	80	.05	80	.05
EBT	2	3200	660	.23*	760	.26*
EBR	0	0	70		80	
WBL	2	3200	200	.06*	280	.09*
WBT	2	3200	420	.13	740	.23
WBR	1	1600	40	.03	70	.04

TOTAL CAPACITY UTILIZATION **.49** **.61**

71. Sanjon & Harbor

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	180	.11*	380	.24*
SBT	0	0	0		0	
SBR	1	1600	70	.04	120	.08
EBL	1	1600	60	.04*	120	.08*
EBT	1	1600	260	.16	470	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	250	.16*	590	.37*
WBR	1	1600	470	.29	250	.16
Right Turn Adjustment			WBR	.05*		
TOTAL CAPACITY UTILIZATION				**.36**		**.69**

75. Ashwood & Telegraph

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	40	.03
NBT	1	1600	50	.03*	70	.04*
NBR	d	1600	40	.03	60	.04
SBL	1	1600	70	.04*	170	.11*
SBT	1	1600	50	.03	60	.04
SBR	1	1600	140	.09	120	.08
EBL	1	1600	80	.05*	160	.10
EBT	2	3200	520	.16	820	.26*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	60	.04*
WBT	2	3200	530	.17*	570	.18
WBR	d	1600	110	.07	90	.06
Right Turn Adjustment			SBR	.01*		
TOTAL CAPACITY UTILIZATION				**.30**		**.45**

77. Day & Telegraph

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	230	.07*	360	.11*
SBT	0	0	0		0	
SBR	1	1600	80	.05	100	.06
EBL	1	1600	100	.06*	50	.03
EBT	2	3200	490	.15	910	.28*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	960	.30*	780	.24
WBR	d	1600	320	.20	260	.16
TOTAL CAPACITY UTILIZATION				**.43**		**.39**

85. Victoria & Olivas Park

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	670	.21	580	.18*
NBT	3	4800	1890	.39*	1830	.38
NBR	1	1600	560	.35	460	.29
SBL	2	3200	520	.16*	220	.07
SBT	3	4800	1520	.32	1630	.34*
SBR	f		50		90	
EBL	2	3200	130	.04	180	.06
EBT	2	3200	160	.05*	230	.07*
EBR	f		190		960	
WBL	1	1600	130	.08*	370	.23*
WBT	2	3200	50	.02	370	.12
WBR	f		120		220	
TOTAL CAPACITY UTILIZATION				**.68**		**.82**

86. Telephone & Olivas Park

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	2	3200	370	.12*	960	.30*
SBT	1	1600	10	.01	10	.01
SBR	d	1600	160	.10	680	.43
EBL	2	3200	480	.15*	400	.13*
EBT	2	3200	220	.07	290	.09
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	2	3200	170	.05*	270	.08*
WBR	1	1600	580	.36	740	.46
Right Turn Adjustment			WBR	.22*	Multi	.17*

TOTAL CAPACITY UTILIZATION **.56** **.70**

91. Johnson & Ralston

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	130	.08*
NBT	2	3200	630	.20	810	.25
NBR	d	1600	50	.03	230	.14
SBL	1	1600	50	.03	60	.04
SBT	2	3200	820	.26*	970	.30*
SBR	d	1600	80	.05	50	.03
EBL	1	1600	40	.03*	80	.05
EBT	1	1600	140	.09	310	.19*
EBR	d	1600	100	.06	200	.13
WBL	1	1600	120	.08	80	.05*
WBT	1	1600	340	.21*	210	.13
WBR	d	1600	100	.06	90	.06

TOTAL CAPACITY UTILIZATION **.56** **.62**

92. Johnson & Bristol

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	70	.04*
NBT	2	3200	660	.21	1090	.34
NBR	f		350		1210	
SBL	1	1600	10	.01	20	.01
SBT	2	3200	1040	.33*	1150	.37*
SBR	0	0	10		20	
EBL	1	1600	10	.01	20	.01
EBT	1	1600	50	.03*	340	.21*
EBR	1	1600	150	.09	190	.12
WBL	2	3200	1170	.37*	740	.23*
WBT	1	1600	280	.18	220	.14
WBR	d	1600	50	.03	30	.02
Right Turn Adjustment			EBR	.04*		

TOTAL CAPACITY UTILIZATION **.79** **.85**

94. Johnson & North Bank

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	60	.04*
NBT	3	4800	210	.04	520	.11
NBR	d	1600	40	.03	300	.19
SBL	1	1600	100	.06	210	.13
SBT	3	4800	1620	.39*	1480	.35*
SBR	0	0	230		180	
EBL	2.5		650	.14*	1780	.37*
EBT	1.5	6400	140	.09	550	.34
EBR	1	1600	410	.26	300	.19
WBL	1.5		290		440	
WBT	1.5	4800	210	.10*	260	.15*
WBR	1	1600	70	.04	250	.16
Right Turn Adjustment			EBR	.09*		

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.76** **.91**

95. Bristol & Ramelli

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	1	1600	20	.02*	10	.02*
NBR	0	0	10		20	
SBL	1	1600	20	.01*	70	.04*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	260	.16	190	.12
EBL	1	1600	10	.01*	60	.04
EBT	2	3200	410	.13	890	.28*
EBR	0	0	10		10	
WBL	1	1600	20	.01	10	.01*
WBT	2	3200	1120	.37*	660	.23
WBR	0	0	70		60	
Right Turn Adjustment			SBR	.13*	SBR	.02*

TOTAL CAPACITY UTILIZATION **.54** **.37**

96. Montgomery & North Bank

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	50	.03*	110	.07*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	520	.33	220	.14
EBL	1	1600	140	.09*	330	.21*
EBT	2	3200	120	.04	420	.13
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	480	.30*	270	.17*
WBR	d	1600	230	.14	80	.05
Right Turn Adjustment			SBR	.21*		

TOTAL CAPACITY UTILIZATION **.66** **.47**

100. Saticoy & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	140	.09*
NBT	1	1600	200	.13*	150	.09
NBR	1	1600	120	.08	90	.06
SBL	1	1600	190	.12*	100	.06
SBT	1	1600	110	.07	140	.09*
SBR	1	1600	280	.18	170	.11
EBL	1	1600	130	.08*	190	.12*
EBT	2	3200	260	.08	710	.22
EBR	1	1600	110	.07	190	.12
WBL	1	1600	80	.05	110	.07
WBT	2	3200	390	.16*	510	.18*
WBR	0	0	130		60	

TOTAL CAPACITY UTILIZATION **.49** **.48**

101. Saticoy & Telegraph

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	190		70	
NBT	1	1600	70	.19*	50	.10*
NBR	0	0	50		40	
SBL	0	0	10		20	
SBT	1	1600	70	.09*	30	.04*
SBR	0	0	60		20	
EBL	1	1600	20	.01	20	.01
EBT	1	1600	190	.17*	410	.35*
EBR	0	0	80		150	
WBL	1	1600	60	.04*	30	.02*
WBT	1	1600	250	.16	270	.17
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.49** **.51**

102. Wells & Telegraph

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	250	.16*
NBT	1	1600	130	.08	290	.18
NBR	1	1600	60	.04	270	.17
SBL	1	1600	10	.01	10	.01
SBT	1	1600	270	.17*	210	.13*
SBR	1	1600	50	.03	20	.01
EBL	1	1600	20	.01	50	.03
EBT	1	1600	40	.16*	190	.25*
EBR	0	0	220		210	
WBL	1	1600	320	.20*	130	.08*
WBT	1	1600	150	.10	100	.08
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.63** **.62**

104. Wells & SR 126 EB Ramps

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	860	.18	1460	.30
NBR	f		590		1560	
SBL	0	0	0		0	
SBT	3	4800	2660	.55*	1750	.36*
SBR	f		80		50	
EBL	1	1600	110	.07*	350	.22*
EBT	0	0	0		0	
EBR	1	1600	170	.11	610	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.04*	EBR	.16*

TOTAL CAPACITY UTILIZATION **.66** **.74**

105. Wells & Darling

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1240	.26	2850	.59*
NBR	d	1600	70	.04	170	.11
SBL	1	1600	130	.08	350	.22*
SBT	3	4800	2420	.50*	1840	.38
SBR	d	1600	10	.01	20	.01
EBL	0	0	80		40	
EBT	1	1600	30	.13*	40	.08*
EBR	0	0	90		40	
WBL	1	1600	60	.04*	270	.17*
WBT	1	1600	30	.06	40	.16
WBR	0	0	70		210	

TOTAL CAPACITY UTILIZATION **.69** **1.06**

106. Wells & Telephone

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	370	.12*	470	.15
NBT	3	4800	1230	.26	2900	.62*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	2490	.52*	1930	.40
SBR	1	1600	140	.09	410	.26
EBL	1.5		150	{.05}*	250	{.08}*
EBT	0.5	3200	0	.05	0	.08
EBR	2	3200	590	.18	590	.18
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.03*		

TOTAL CAPACITY UTILIZATION **.74** **.73**

114. California & Thompson

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40		40	
NBT	0.5	3200	10	.02*	30	.02*
NBR	1	1600	50	.03	80	.05
SBL	1.5		120		170	
SBT	1.5	4800	80	.05*	150	.07*
SBR	0		20		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	830	.31*	920	.32*
EBR	0	0	150		110	
WBL	1	1600	60	.04*	80	.05*
WBT	2	3200	330	.11	380	.14
WBR	0	0	10		60	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.42** **.46**

115. Chestnut & Thompson

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	40	.03	80	.05
SBT	1	1600	270	.18*	320	.22*
SBR	0	0	10		30	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	550	.17*	660	.21*
EBR	f		390		530	
WBL	1	1600	210	.13*	210	.13*
WBT	2	3200	460	.15	620	.22
WBR	0	0	30		70	

TOTAL CAPACITY UTILIZATION **.49** **.57**

120. Ventura & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	50	.03
NBT	1	1600	360	.23*	700	.44*
NBR	1	1600	20	.01	30	.02
SBL	1	1600	120	.08*	120	.08*
SBT	1	1600	370	.23	390	.24
SBR	1	1600	70	.04	50	.03
EBL	1	1600	30	.02	150	.09*
EBT	1	1600	160	.10*	310	.19
EBR	d	1600	30	.02	40	.03
WBL	1	1600	10	.01*	20	.01
WBT	1	1600	90	.06	190	.12*
WBR	1	1600	170	.11	120	.08

TOTAL CAPACITY UTILIZATION **.42** **.73**

132. Ventura & Stanley

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	340	.21*	320	.20*
NBT	1	1600	270	.17	350	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	470	.29*	380	.24*
SBR	1	1600	510	.32	380	.24
EBL	1	1600	390	.24*	680	.43*
EBT	0	0	0		0	
EBR	1	1600	230	.14	160	.10
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.74** **.87**

136. US 101 SB Ramps & Valentine

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		350	.11*	400	.13*
SBT	0	4800	0		0	
SBR	1.5		80	.05	20	
EBL	1	1600	70	.04*	450	.28*
EBT	2	3200	240	.08	780	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	990	.31*	400	.13*
WBR	f		850		950	

TOTAL CAPACITY UTILIZATION **.46** **.54**

138. Johnson & US 101 SB Ramps

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	680	.43*
NBT	1	1600	160	.10	520	.33
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	580	.36*	400	.25*
SBR	f		1700		1860	
EBL	1	1600	170	.11*	360	.23*
EBT	0	0	0		0	
EBR	1	1600	120	.08	80	.05
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.56** **.91**

160. Victoria & US 101 NB Ramps

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	510	.16*	470	.15*
NBT	3	4800	1440	.30	2040	.43
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2810	.44*	2340	.37*
SBR	1	1600	150	.09	390	.24
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	730	.23*	510	.16*
WBT	0	0	0		0	
WBR	3	4800	910	.19	1210	.25
Right Turn Adjustment					WBR	.02*

TOTAL CAPACITY UTILIZATION **.83** **.70**

161. Victoria & Valentine

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	200	.06*
NBT	3	4800	1700	.36	2160	.46
NBR	0	0	20		60	
SBL	1	1600	50	.03	50	.03
SBT	2	3200	1720	.54*	1580	.49*
SBR	f		1720		1240	
EBL	2.5		360		750	
EBT	0.5	4800	50	.09*	30	.16*
EBR	1	1600	220	.14	410	.26
WBL	0	0	20		20	
WBT	1	1600	10	.02*	30	.03*
WBR	1	1600	80	.05	100	.06
Right Turn Adjustment					EBR	.04*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

TOTAL CAPACITY UTILIZATION **.73** **.78**

162. California & Harbor

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	220	.14*	320	.20*
SBT	0	0	0		0	
SBR	1	1600	40	.03	60	.04
EBL	1	1600	20	.01	80	.05*
EBT	1	1600	230	.14*	250	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	160	.06	240	.11*
WBR	0	0	40		120	

TOTAL CAPACITY UTILIZATION **.28** **.36**

163. Santa Clara & Main

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	250	.08	220	.07
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	330	.11*	460	.15*
EBR	0	0	10		10	
WBL	1	1600	150	.09*	160	.10*
WBT	2	3200	360	.12	480	.16
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.25** **.29**

164. Seaward & Poli

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	160		170	
NBT	1	1600	0	.18*	0	.21*
NBR	0	0	130		160	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	150	.09*	350	.22*
EBR	d	1600	80	.05	140	.09
WBL	1	1600	230	.14*	100	.06*
WBT	1	1600	170	.11	300	.19
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.41** **.49**

165. Seaward & Harbor

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	70	.04
NBT	2	3200	370	.13*	310	.12*
NBR	0	0	40		60	
SBL	2	3200	550	.17*	580	.18*
SBT	2	3200	200	.06	320	.10
SBR	1	1600	310	.19	460	.29
EBL	2	3200	400	.13	350	.11
EBT	2	3200	610	.20*	1170	.38*
EBR	0	0	20		50	
WBL	1	1600	20	.01*	30	.02*
WBT	2	3200	270	.08	460	.14
WBR	2	3200	910	.28	1180	.37
Right Turn Adjustment			WBR	.07*		

TOTAL CAPACITY UTILIZATION **.58** **.70**

166. College & Telegraph

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.07*	0	.07*
NBR	0	0	70		90	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	570	.20*	890	.30*
EBR	0	0	60		70	
WBL	1	1600	100	.06*	50	.03*
WBT	2	3200	700	.22	660	.21
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.33** **.40**

168. Day & Foothill

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	220	.14*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	260	.16
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	460	.41*	480	.44*
EBR	0	0	200		220	
WBL	1	1600	250	.16*	210	.13*
WBT	1	1600	410	.31	430	.30
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.74** **.75**

169. Kimball & Foothill

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	290	.18*	120	.08*
NBT	0	0	0		0	
NBR	1	1600	20	.01	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	200	.26	390	.36*
EBR	0	0	210		180	
WBL	1	1600	70	.04	20	.01*
WBT	1	1600	530	.33*	200	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.45**

170. Petit & Foothill

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		10	
NBT	1	1600	0	.03*	0	.03*
NBR	0	0	10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	160	.10	230	.14*
EBR	1	1600	40	.03	30	.02
WBL	0	0	10		10	{.01}*
WBT	1	1600	480	.31*	190	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.18**

171. Saticoy & Foothill

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	110		60	
NBT	1	1600	0	.08*	0	.05*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	130	.12	310	.25*
EBR	0	0	60		90	
WBL	0	0	20		20	{.01}*
WBT	1	1600	420	.28*	170	.12
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.36** **.31**

172. Wells & Foothill

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	120	.08*
NBT	0	0	10		10	
NBR	1	1600	40	.03	80	.05
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	60	.04	200	.13*
EBR	1	1600	90	.06	120	.08
WBL	0	0	70		30	{.02}*
WBT	1	1600	300	.24*	50	.06
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.33** **.25**

173. Victoria & SR 126 WB Ramps

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1240	.30	2190	.53*
NBR	0	0	200		350	
SBL	0	0	0		0	
SBT	3	4800	2030	.46*	1560	.34
SBR	0	0	180		90	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	670	.42	450	.28
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	210	.13	140	.09
Right Turn Adjustment			Multi	.43*	Multi	.23*

TOTAL CAPACITY UTILIZATION **.89** **.76**

174. Petit & Telegraph

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	40	.03*
NBT	1	1600	20	.01	10	.01
NBR	1	1600	10	.01	20	.01
SBL	1	1600	30	.02	20	.01
SBT	1	1600	20	.03*	20	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	280	.09	590	.18
EBR	1	1600	50	.03	90	.06
WBL	1	1600	10	.01	10	.01
WBT	1	1600	530	.33*	310	.19*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.42** **.26**

175. Ventura & North Bank

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	90		60	
SBT	1	1600	0	.10*	0	.12*
SBR	0	0	70		130	
EBL	1	1600	160	.10*	500	.31
EBT	2	3200	1220	.38	2670	.83*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	440	.28*	470	.29
WBR	1	1600	80	.05	40	.03

TOTAL CAPACITY UTILIZATION **.48** **.95**

176. Saticoy & Darling

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1600	170	.11	240	.16*
NBR	1	1600	110	.07	30	.02
SBL	0	0	60		10	{.01}*
SBT	1	1600	260	.20*	190	.13
SBR	1	1600	80	.05	90	.06
EBL	0	0	60		50	
EBT	1	1600	80	.11*	60	.09*
EBR	0	0	40		40	
WBL	0	0	80	{.05}*	50	{.03}*
WBT	1	1600	20	.08	70	.08
WBR	0	0	30		10	

TOTAL CAPACITY UTILIZATION **.37** **.29**

177. Wells & SR 126 WB Ramps

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	540	.17	1390	.43*
NBR	f		410		400	
SBL	0	0	0		0	
SBT	2	3200	1060	.33*	750	.23
SBR	f		430		210	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1680		1050	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	180	.11	100	.06
Right Turn Adjustment					WBR	.06*

TOTAL CAPACITY UTILIZATION **.33** **.49**

178. SR-33 Ramps & Stanley

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	700	.44	860	.54
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	280	.18	180	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	700	.44*	930	.58*
WBR	f		190		170	
Right Turn Adjustment			NBR	.24*	NBR	.19*

TOTAL CAPACITY UTILIZATION **.68** **.77**

179. SR-33 Ramps & Shell

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	700		680	
SBT	1	1600	0	.46*	0	.44*
SBR	0	0	30		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	140	.09	110	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	720	.49*	730	.53*
WBR	0	0	70		120	

TOTAL CAPACITY UTILIZATION **.96** **.98**

180. Estates & Telegraph

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	50	.03
NBT	1	1600	10	.05	10	.07*
NBR	0	0	70		100	
SBL	0	0	10		10	{.01}*
SBT	1	1600	10	.02*	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	2	3200	540	.17	820	.26*
EBR	d	1600	60	.04	60	.04
WBL	1	1600	30	.02	90	.06*
WBT	2	3200	670	.21*	790	.25
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.29** **.40**

181. Ventura & Ramona

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	50	.03
NBT	1	1600	370	.24*	650	.42*
NBR	0	0	20		20	
SBL	1	1600	80	.05*	70	.04*
SBT	1	1600	390	.26	490	.33
SBR	0	0	20		30	
EBL	0	0	20	{.01}*	30	{.02}*
EBT	1	1600	10	.03	20	.04
EBR	0	0	10		20	
WBL	0	0	10		20	
WBT	1	1600	20	.03*	30	.04*
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.33** **.52**

182. Olive & Main St

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	590	.37*	470	.29*
SBT	1	1600	20	.06	30	.08
SBR	0	0	80		90	
EBL	0	0	90	{.06}*	280	
EBT	1	1600	80	.11	220	.31*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	160	.11*	170	.11
WBR	1	1600	190	.12	450	.28

TOTAL CAPACITY UTILIZATION **.55** **.62**

190. Petit Av & North Bank Dr

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	30	.02*	80	.05*
SBT	0	0	0		0	
SBR	1	1600	290	.18	240	.15
EBL	1	1600	60	.04*	330	.21*
EBT	2	3200	80	.03	150	.05
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	110	.03*	110	.03*
WBR	d	1600	70	.04	40	.03
Right Turn Adjustment			SBR	.13*		
TOTAL CAPACITY UTILIZATION				**.22**		**.29**

191. Saticoy Av & North Bank Dr

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	20		10	
SBL	1	1600	20	.01*	60	.04*
SBT	1	1600	10	.02	40	.04
SBR	0	0	20		30	
EBL	1	1600	20	.01*	40	.03*
EBT	2	3200	110	.03	90	.03
EBR	d	1600	0	.00	10	.01
WBL	1	1600	0	.00	10	.01
WBT	2	3200	60	.02*	110	.03*
WBR	d	1600	60	.04	160	.10
Right Turn Adjustment			WBR	.01*	WBR	.04*
TOTAL CAPACITY UTILIZATION				**.08**		**.16**

192. Los Angeles Av & North Bank

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	220	.14
NBT	3	4800	1470	.31	3170	.66*
NBR	d	1600	30	.02	70	.04
SBL	1	1600	110	.07	160	.10*
SBT	3	4800	2840	.59*	2280	.48
SBR	d	1600	140	.09	80	.05
EBL	1	1600	50	.03*	110	.07*
EBT	1	1600	10	.01	20	.01
EBR	1	1600	160	.10	170	.11
WBL	1	1600	50	.03	60	.04
WBT	1	1600	20	.01*	20	.01*
WBR	1	1600	100	.06	170	.11
Right Turn Adjustment			EBR	.04*	WBR	.02*
TOTAL CAPACITY UTILIZATION				**.73**		**.86**

193. Saticoy Av & A St

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	260	.16*	140	.09
NBR	1	1600	10	.01	40	.03
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	220	.14	190	.12*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	20	.01*	10	.01*
WBT	0	0	0		0	
WBR	1	1600	20	.01	10	.01
TOTAL CAPACITY UTILIZATION				**.18**		**.13**

194. Wells Rd & A St

2025 Scenario 4 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	140	.09
NBT	2	3200	380	.14	870	.33*
NBR	0	0	60		180	
SBL	1	1600	10	.01	40	.03*
SBT	2	3200	820	.26*	590	.19
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	1	1600	10	.01*	10	.01*
EBR	1	1600	120	.08	60	.04
WBL	1	1600	160	.10*	80	.05*
WBT	1	1600	10	.03	10	.01
WBR	0	0	30		10	
Right Turn Adjustment			EBR	.05*		
TOTAL CAPACITY UTILIZATION				**.44**		**.42**

NON-COMMITTED IMPROVEMENTS

15. Johnson & Telephone

2025 Scenario 4 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	360	.11*	250	.08
NBT	2	3200	170	.11	220	.14*
NBR	0	0	300	.19	430	.27
SBL	1	1600	80	.05	160	.10*
SBT	2	3200	150	.05*	210	.07
SBR	d	1600	40	.03	40	.03
EBL	1	1600	50	.03	40	.03
EBT	3	4800	280	.06*	1330	.28*
EBR	1	1600	170	.11	360	.23
WBL	1	1600	480	.30*	530	.33*
WBT	3	4800	1420	.31	600	.14
WBR	0	0	70		90	

TOTAL CAPACITY UTILIZATION **.52** **.85**

94. Johnson & North Bank

2025 Scenario 4 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	60	.04*
NBT	3	4800	210	.04	520	.11
NBR	d	1600	40	.03	300	.19
SBL	1	1600	100	.06	210	.13
SBT	3	4800	1620	.34*	1480	.31*
SBR	1	1600	230	.14	180	.11
EBL	2.5		650	.14*	1780	.37*
EBT	1.5	6400	140	.09	550	.34
EBR	1	1600	410	.26	300	.19
WBL	1.5		290		440	
WBT	1.5	4800	210	.10*	260	.15*
WBR	1	1600	70	.04	250	.16

Right Turn Adjustment EBR .09*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.87**

105. Wells & Darling

2025 Scenario 4 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1240	.26	2850	.59*
NBR	d	1600	70	.04	170	.11
SBL	2	3200	130	.04	350	.11*
SBT	3	4800	2420	.50*	1840	.38
SBR	d	1600	10	.01	20	.01
EBL	1	1600	80	.05*	40	.03*
EBT	1	1600	30	.08	40	.05
EBR	0	0	90		40	
WBL	2	3200	60	.02	270	.08
WBT	1	1600	30	.06*	40	.16*
WBR	0	0	70		210	

TOTAL CAPACITY UTILIZATION **.63** **.89**

SCENARIO 4
(ALTERNATIVE NETWORK)

1. Victoria & Foothill

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	240	.15*
NBT	1	1600	20	.01	70	.04
NBR	1	1600	190	.12	320	.20
SBL	1	1600	10	.01	10	.01
SBT	1	1600	60	.04*	20	.01*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01*	170	.11
EBT	1	1600	300	.19	470	.29*
EBR	1	1600	220	.14	20	.01
WBL	2	3200	440	.14	250	.08*
WBT	1	1600	570	.36*	330	.21
WBR	d	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.50** **.53**

2. Victoria & Loma Vista

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	190	.12*	270	.17*
NBT	2	3200	270	.08	530	.17
NBR	d	1600	10	.01	40	.03
SBL	1	1600	20	.01	20	.01
SBT	2	3200	540	.17*	280	.09*
SBR	d	1600	100	.06	20	.01
EBL	0	0	80		20	
EBT	1	1600	40	.26*	30	.24*
EBR	0	0	300		330	
WBL	0	0	70	{.04}*	30	{.02}*
WBT	1	1600	40	.11	30	.05
WBR	0	0	60		20	

TOTAL CAPACITY UTILIZATION **.59** **.52**

3. Victoria & Telegraph

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21*	1160	.36*
NBT	2	3200	540	.17	880	.28
NBR	1	1600	150	.09	230	.14
SBL	1	1600	200	.13	210	.13
SBT	3	4800	710	.15*	530	.11*
SBR	d	1600	40	.03	20	.01
EBL	1	1600	60	.04	40	.03
EBT	1.5	4800	370	{.16}*	750	{.23}*
EBR	1.5		670		760	{.21}
WBL	2	3200	390	.12*	210	.07*
WBT	2	3200	610	.19	340	.11
WBR	d	1600	60	.04	90	.06

TOTAL CAPACITY UTILIZATION **.64** **.77**

4. Victoria & Woodland

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	60	.04
NBT	3	4800	1410	.31	2120	.48*
NBR	0	0	70		170	
SBL	1	1600	20	.01	20	.01*
SBT	3	4800	1800	.38*	1540	.32
SBR	0	0	40		10	
EBL	0	0	20		20	
EBT	1	1600	10	.11*	10	.04*
EBR	0	0	140		30	
WBL	1.5		250		100	
WBT	0.5	3200	10	.09*	10	.04*
WBR	0		30		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.57**

5. Victoria & SR 126 SB Ramps

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1320	.21	2540	.40*
NBR	0	0	50		40	
SBL	0	0	0		0	
SBT	4	6400	2540	.41*	1810	.30
SBR	0	0	100		90	
EBL	1.5		220		150	
EBT	0.5	3200	190	.13*	110	.08*
EBR	1	1600	220	.14	230	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	260	.16	560	.35
Right Turn Adjustment			Multi	.02*	WBR	.35*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.83**

6. Victoria & Thille

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	60	.04
NBT	4	6400	1260	.26	2350	.38*
NBR	0	0	460	.29	60	
SBL	1	1600	170	.11	40	.03*
SBT	4	6400	2150	.39*	1820	.32
SBR	0	0	360		200	
EBL	1.5		230		330	
EBT	0.5	3200	20	.08*	10	.11*
EBR	1	1600	130	.08	200	.13
WBL	1	1600	30	.02	90	.06
WBT	1	1600	10	.02*	90	.10*
WBR	0	0	20		70	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.52** **.62**

7. Victoria & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	310	.10*	330	.10
NBT	4	6400	1250	.24	1510	.26*
NBR	0	0	270		140	
SBL	2	3200	360	.11	370	.12*
SBT	4	6400	1760	.28*	1280	.20
SBR	1	1600	310	.19	400	.25
EBL	2	3200	320	.10*	630	.20*
EBT	3	4800	360	.09	950	.23
EBR	0	0	50		130	
WBL	2	3200	160	.05	310	.10
WBT	3	4800	720	.15*	650	.14*
WBR	1	1600	190	.12	350	.22

TOTAL CAPACITY UTILIZATION **.63** **.72**

8. Victoria & Ralston

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	220	.14*	380	.24*
NBT	4	6400	1450	.24	1850	.33
NBR	0	0	60		230	
SBL	1	1600	110	.07	200	.13
SBT	4	6400	1740	.29*	1760	.29*
SBR	0	0	110		110	
EBL	1	1600	40	.03	110	.07
EBT	1	1600	160	.10*	320	.20*
EBR	1	1600	210	.13	300	.19
WBL	1	1600	250	.16*	220	.14*
WBT	1	1600	280	.18	170	.11
WBR	1	1600	170	.11	140	.09

TOTAL CAPACITY UTILIZATION **.69** **.87**

10. Victoria & Moon

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	190	.12
NBT	4	6400	1780	.30	2090	.39*
NBR	0	0	150		420	
SBL	1	1600	30	.02	110	.07*
SBT	4	6400	1900	.30*	1890	.33
SBR	0	0	20		240	
EBL	1	1600	20	.01	70	.04
EBT	1	1600	70	.04*	80	.05*
EBR	1	1600	30	.02	160	.10
WBL	1	1600	330	.21*	200	.13*
WBT	1	1600	120	.08	50	.03
WBR	1	1600	70	.04	40	.03

TOTAL CAPACITY UTILIZATION **.58** **.64**

14. Hill & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		20	
NBT	1	1600	90	.09*	60	.10*
NBR	0	0	10		80	
SBL	1	1600	60	.04*	260	.16*
SBT	1	1600	30	.02	60	.04
SBR	1	1600	60	.04	240	.15
EBL	1	1600	170	.11*	100	.06
EBT	3	4800	560	.13	1350	.30*
EBR	0	0	50		110	
WBL	1	1600	110	.07	30	.02*
WBT	3	4800	1090	.29*	750	.17
WBR	0	0	290		60	

TOTAL CAPACITY UTILIZATION **.53** **.58**

15. Johnson & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	330	.10*	190	.06
NBT	2	3200	180	.09	230	.13*
NBR	0	0	120		200	
SBL	1	1600	40	.03	90	.06*
SBT	2	3200	170	.05*	200	.06
SBR	d	1600	40	.03	40	.03
EBL	1	1600	50	.03*	40	.03
EBT	3	4800	270	.08	1110	.34*
EBR	0	0	180	.11	510	
WBL	1	1600	120	.08	200	.13*
WBT	3	4800	1300	.28*	590	.13
WBR	0	0	60		50	

TOTAL CAPACITY UTILIZATION **.46** **.66**

18. Seaward & US 101 NB Ramps

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.17*	600	.19*
NBT	2	3200	860	.27	910	.28
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	730	.23*	950	.30*
SBR	1	1600	240	.15	250	.16
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	380	.12*	390	.12*
WBT	0	0	0		0	
WBR	2	3200	380	.12	450	.14

TOTAL CAPACITY UTILIZATION **.52** **.61**

19. Monmouth/US 101 SB & Harbor

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	30	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		620		1010	
SBT	0.5	3200	40	.21*	70	.35*
SBR	0		10		50	
EBL	1	1600	130	.08*	160	.10*
EBT	2	3200	380	.13	400	.14
EBR	0	0	20		40	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	370	.23*	570	.36*
WBR	1	1600	310	.19	310	.19

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.55** **.84**

20. Harbor & Olivas Park

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	130	.08*
NBT	2	3200	930	.29*	1120	.35
NBR	1	1600	390	.24	190	.12
SBL	2	3200	170	.05*	170	.05
SBT	2	3200	720	.23	1190	.37*
SBR	1	1600	140	.09	110	.07
EBL	1	1600	70	.04*	160	.10
EBT	2	3200	140	.04	210	.07*
EBR	d	1600	70	.04	130	.08
WBL	1	1600	50	.03	420	.26*
WBT	2	3200	110	.03*	150	.05
WBR	f		50		370	

TOTAL CAPACITY UTILIZATION **.41** **.78**

23. Mills & Loma Vista

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380	{.14}*	280	{.09}*
NBT	0.5	3200	70	.14	20	.09
NBR	1	1600	40	.03	70	.04
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01	10	.01
EBT	2	3200	350	.11*	610	.19*
EBR	d	1600	320	.20	520	.33
WBL	1	1600	70	.04*	70	.04*
WBT	2	3200	430	.13	360	.11
WBR	d	1600	60	.04	20	.01

Right Turn Adjustment EBR .07*

TOTAL CAPACITY UTILIZATION **.33** **.42**

24. Mills & Telegraph

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	140	.09
NBT	1	1600	410	.26*	250	.16*
NBR	1	1600	210	.13	370	.23
SBL	1	1600	60	.04*	140	.09*
SBT	2	3200	360	.11	450	.14
SBR	1	1600	10	.01	20	.01
EBL	1	1600	30	.02	20	.01
EBT	2	3200	340	.11*	530	.17*
EBR	1	1600	70	.04	130	.08
WBL	2	3200	270	.08*	220	.07*
WBT	2	3200	410	.15	420	.15
WBR	0	0	70		70	

Right Turn Adjustment NBR .02*

TOTAL CAPACITY UTILIZATION **.49** **.51**

25. Mills & Maple

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05
NBT	2	3200	990	.34*	820	.29*
NBR	0	0	100		100	
SBL	1	1600	50	.03*	110	.07*
SBT	2	3200	720	.24	880	.29
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	210		210	
WBT	1	1600	20	.14*	20	.14*
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.51** **.50**

26. Mills & Dean

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	140	.09*
NBT	2	3200	1220	.38*	930	.29
NBR	1	1600	260	.16	370	.23
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	800	.26	930	.30*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	30	.02*
EBR	1	1600	20	.01	220	.14
WBL	2	3200	400	.13*	250	.08*
WBT	1	1600	50	.05	50	.06
WBR	0	0	30		40	
Right Turn Adjustment					EBR	.05*

TOTAL CAPACITY UTILIZATION **.54** **.54**

27. Mills & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30		30	
NBT	1	1600	70	.06*	80	.07*
NBR	1	1600	340	.21	240	.15
SBL	2.5		1180		1300	
SBT	0.5	4800	80	.27*	90	.29*
SBR	0		40		20	
EBL	2	3200	100	.03*	100	.03*
EBT	4	6400	1050	.16	1080	.17
EBR	1	1600	20	.01	30	.02
WBL	2	3200	170	.05	370	.12
WBT	3	4800	1110	.23*	1370	.29*
WBR	2	3200	1420	.44	1380	.43
Right Turn Adjustment			Multi	.08*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.67** **.68**

28. US 101 NB Ramps & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	580	.18*	320	.10*
SBT	0	0	0		0	
SBR	3	4800	1710	.36	1360	.28
EBL	0	0	0		0	
EBT	3	4800	2250	.47*	2480	.52*
EBR	f		310		150	
WBL	2	3200	390	.12*	520	.16*
WBT	3	4800	990	.21	1750	.36
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.77** **.78**

29. SR 126 EB Ramps & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	300	.09	460	.14*
EBT	3	4800	2500	.52*	2620	.55
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1190	.25	2320	.48*
WBR	f		130		300	

TOTAL CAPACITY UTILIZATION **.52** **.62**

30. Callens & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180	{.06}*	640	{.20}*
NBT	0.5	3200	10	.06	10	.20
NBR	1	1600	40	.03	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	4	6400	2190	.34*	2340	.37*
EBR	d	1600	300	.19	260	.16
WBL	2	3200	100	.03*	180	.06*
WBT	3	4800	1150	.24	1970	.41
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.45** **.65**

31. Donlon & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		160		560	
NBT	0	3200	0	.06*	0	.23*
NBR	0.5		30		170	
SBL	1.5		390		350	
SBT	0.5	3200	140	.17*	80	.13*
SBR	1	1600	180	.11	210	.13
EBL	0	0	0		0	
EBT	4	6400	1900	.30*	2350	.37*
EBR	d	1600	220	.14	210	.13
WBL	2	3200	110	.03*	250	.08*
WBT	3	4800	1040	.22	1550	.32
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.81**

32. Telephone & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08	680	.21
NBT	2	3200	250	.08*	1090	.34*
NBR	1	1600	90	.06	290	.18
SBL	1.5		250	.16	520	
SBT	1.5	4800	1010	.32*	720	.26*
SBR	f		740		940	
EBL	2	3200	450	.14	740	.23
EBT	3	4800	1070	.22*	1390	.29*
EBR	f		390		460	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.89**

33. US 101 NB Ramps & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		680		530	
NBT	0.5	3200	30	.22*	80	.19*
NBR	1	1600	260	.16	400	.25
SBL	0.5		40		10	
SBT	0	3200	0	.12*	0	{.01}*
SBR	1.5		340		250	
EBL	1	1600	20	.01*	300	.19*
EBT	3	4800	720	.15	1920	.40
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1010	.21*	1410	.30*
WBR	0	0	10		20	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.69**

34. Portola & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	260	.08*	300	.09*
NBT	1	1600	10	.01	40	.03
NBR	1	1600	10	.01	70	.04
SBL	1	1600	30	.02	30	.02
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	130	.08	70	.04
EBL	1	1600	40	.03*	170	.11
EBT	3	4800	610	.13	1730	.36*
EBR	d	1600	210	.13	310	.19
WBL	1	1600	20	.01	60	.04*
WBT	3	4800	840	.18*	940	.20
WBR	0	0	20		40	

Right Turn Adjustment SBR .05*

TOTAL CAPACITY UTILIZATION **.35** **.50**

35. Saratoga & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	20	.01
NBT	1	1600	10	.08*	60	.15*
NBR	0	0	110		180	
SBL	1	1600	40	.03*	40	.03*
SBT	1	1600	40	.03	40	.03
SBR	1	1600	20	.01	20	.01
EBL	1	1600	20	.01*	10	.01
EBT	3	4800	620	.13	1600	.33*
EBR	d	1600	70	.04	160	.10
WBL	1	1600	50	.03	80	.05*
WBT	3	4800	910	.19*	990	.22
WBR	0	0	20		50	

TOTAL CAPACITY UTILIZATION **.31** **.56**

38. Telephone & Market

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09	200	.13
NBT	3	4800	540	.11*	900	.19*
NBR	d	1600	90	.06	100	.06
SBL	1	1600	500	.31*	160	.10*
SBT	3	4800	280	.06	690	.14
SBR	d	1600	170	.11	160	.10
EBL	1	1600	60	.04	220	.14*
EBT	1	1600	270	.17*	240	.15
EBR	1	1600	150	.09	300	.19
WBL	1	1600	50	.03*	170	.11
WBT	1	1600	130	.08	360	.23*
WBR	1	1600	120	.08	590	.37

Right Turn Adjustment WBR .06*

TOTAL CAPACITY UTILIZATION **.62** **.72**

42. Telephone & McGrath

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	220	.14*
NBT	3	4800	670	.14	940	.20
NBR	d	1600	280	.18	90	.06
SBL	1	1600	70	.04	70	.04
SBT	2	3200	310	.10*	1060	.33*
SBR	1	1600	60	.04	50	.03
EBL	1	1600	20	.01	70	.04
EBT	1	1600	60	.04*	30	.02*
EBR	1	1600	120	.08	330	.21
WBL	1	1600	60	.04*	290	.18*
WBT	1	1600	30	.02	100	.06
WBR	1	1600	60	.04	160	.10
Right Turn Adjustment					EBR	.08*

TOTAL CAPACITY UTILIZATION **.29** **.75**

45. Catalina & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	1	1600	30	.03*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	240	.08*	80	.03*
SBT	1	1600	20	.04	10	.01
SBR	0	0	50		10	
EBL	0.5		30		20	{.01}*
EBT	1.5	3200	750	.25*	760	.25
EBR	0		10		10	
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	500	.21	750	.27*
WBR	0	0	180		120	

TOTAL CAPACITY UTILIZATION **.37** **.33**

46. Seaward & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03*	170	.11*
NBT	1	1600	150	.09	180	.11
NBR	1	1600	320	.20	270	.17
SBL	1	1600	30	.02	70	.04
SBT	1	1600	150	.09*	90	.06*
SBR	1	1600	180	.11	80	.05
EBL	1	1600	120	.08	90	.06
EBT	2	3200	730	.23*	670	.21*
EBR	1	1600	140	.09	100	.06
WBL	0.5		100		190	
WBT	1.5	3200	510	.20*	700	.30*
WBR	0		30		80	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.55** **.68**

47. Main & Loma Vista

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	340	.11*	470	.15*
NBR	f		40		170	
SBL	1	1600	610	.38*	400	.25*
SBT	2	3200	570	.18	630	.20
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	50	{.03}*	130	{.08}*
WBT	1	1600	30	.05	40	.11
WBR	2	3200	350	.11	460	.14

TOTAL CAPACITY UTILIZATION **.56** **.53**

49. Main & Telegraph

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.18	540	
NBT	1.5	4800	580	.18*	720	.26*
NBR	f		140		90	
SBL	1.5		190	.12	250	.16
SBT	1.5	4800	470	.16*	630	.21*
SBR	0		40		50	
EBL	0	0	0		0	
EBT	2	3200	310	.10	420	.13
EBR	f		670		630	
WBL	0	0	0		0	
WBT	1.5	4800	340	.11*	490	.15*
WBR	1.5		120		190	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.45** **.62**

50. Emma & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	80	.05	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1030	.32*	1150	.36*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	60	.04*	90	.06*
WBT	3	4800	940	.20	1440	.30
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.40** **.44**

51. Lemon Grove & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		50	
NBT	1.5	3200	20	.03*	20	.03*
NBR	0		100	.06	40	
SBL	1.5		30		70	
SBT	0.5	3200	10	.01*	10	.03*
SBR	1	1600	70	.04	70	.04
EBL	1	1600	40	.03	60	.04
EBT	2	3200	1050	.33*	1090	.34*
EBR	d	1600	60	.04	70	.04
WBL	1	1600	30	.02*	30	.02*
WBT	3	4800	920	.20	1260	.27
WBR	0	0	50		50	

Right Turn Adjustment NBR .01*
Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.40** **.42**

53. Kimball & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	100		30	
NBT	0	0	440		1090	
NBR	0	0	30		40	
SBL	2	3200	230	.07*	520	.16*
SBT	0	0	950		560	
SBR	2	3200	640	.20	380	.12
EBL	2	3200	130	.04*	200	.06*
EBT	3	4800	300	.06	890	.21
EBR	0	0	10		130	
WBL	0	0	80		40	
WBT	2	3200	740	.26*	670	.22*
WBR	1	1600	650	.41	430	.27

Right Turn Adjustment Multi .26*

TOTAL CAPACITY UTILIZATION **.63** **.44**

55. Kimball & SR 126 EB Ramps

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1590	.33*	1170	.24*
NBR	f		150		490	
SBL	1	1600	20	.01*	20	.01*
SBT	3	4800	1640	.34	1040	.22
SBR	0	0	0		0	
EBL	2	3200	120	.04*	300	.09*
EBT	0	0	10		0	
EBR	f		410		690	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .38 .34

56. Kimball & SR 126 WB Ramps

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	750	.23*	420	.13*
NBT	3	4800	900	.19	840	.18
NBR	d	1600	60	.04	230	.14
SBL	1	1600	10	.01	10	.01
SBT	3	4800	790	.16*	650	.14*
SBR	d	1600	180	.11	100	.06
EBL	1.5		40		40	
EBT	0.5	3200	10	.02*	10	.02*
EBR	1	1600	690	.43	300	.19
WBL	0	0	180		110	
WBT	1	1600	130	.19*	80	.12*
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment			EBR	.24*	EBR	.07*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .84 .48

58. Kimball & Telegraph

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	200	.06*	150	.05*
NBT	2	3200	90	.03	190	.06
NBR	1	1600	90	.06	150	.09
SBL	1	1600	20	.01	60	.04
SBT	2	3200	190	.06*	190	.06*
SBR	1	1600	30	.02	30	.02
EBL	1	1600	20	.01*	40	.03
EBT	2	3200	190	.06	570	.18*
EBR	1	1600	120	.08	290	.18
WBL	2	3200	190	.06	140	.04*
WBT	2	3200	390	.12*	300	.09
WBR	1	1600	10	.01	40	.03

TOTAL CAPACITY UTILIZATION .25 .33

60. Ramelli & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	70	.04*
NBT	1	1600	0	.00	10	.01
NBR	1	1600	40	.03	20	.01
SBL	1	1600	0	.00	0	.00
SBT	1	1600	0	.01*	10	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	3	4800	340	.08	1220	.29*
EBR	0	0	60		170	
WBL	1	1600	150	.09	130	.08*
WBT	3	4800	1300	.27*	930	.20
WBR	0	0	0		10	

TOTAL CAPACITY UTILIZATION .35 .42

61. Montgomery & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	20	.01*
NBT	1	1600	90	.06	20	.01
NBR	d	1600	70	.04	200	.13
SBL	1	1600	20	.01	20	.01
SBT	1	1600	80	.05*	30	.02*
SBR	1	1600	80	.05	20	.01
EBL	1	1600	10	.01*	40	.03
EBT	2	3200	540	.17	870	.27*
EBR	d	1600	30	.02	10	.01
WBL	1	1600	240	.15	90	.06*
WBT	2	3200	1050	.33*	700	.22
WBR	1	1600	10	.01	30	.02
Right Turn Adjustment					NBR	.06*

TOTAL CAPACITY UTILIZATION **.52** **.42**

63. Petit & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	190	.12*	150	.09
NBT	1	1600	40	.11	60	.19*
NBR	0	0	130		240	
SBL	1	1600	30	.02	30	.02*
SBT	1	1600	80	.05*	50	.03
SBR	1	1600	120	.08	80	.05
EBL	1	1600	100	.06*	100	.06
EBT	2	3200	340	.11	870	.27*
EBR	d	1600	80	.05	250	.16
WBL	1	1600	180	.11	230	.14*
WBT	2	3200	840	.26*	560	.18
WBR	d	1600	20	.01	50	.03

TOTAL CAPACITY UTILIZATION **.49** **.62**

65. Sanjon & Thompson

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	510	.16*	520	.16*
NBT	0	0	0		0	
NBR	1	1600	180	.11	210	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	460	.23*	650	.29*
EBR	0	0	280		290	
WBL	1	1600	130	.08*	140	.09*
WBT	2	3200	520	.16	750	.23
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.47** **.54**

68. Seaward & Thompson

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.08	240	.15*
NBT	2	3200	440	.14*	460	.14
NBR	d	1600	240	.15	170	.11
SBL	1	1600	100	.06*	60	.04
SBT	2	3200	340	.11	340	.11*
SBR	d	1600	50	.03	70	.04
EBL	1	1600	80	.05	80	.05
EBT	2	3200	650	.23*	750	.26*
EBR	0	0	70		90	
WBL	2	3200	200	.06*	290	.09*
WBT	2	3200	420	.13	750	.23
WBR	1	1600	40	.03	70	.04

TOTAL CAPACITY UTILIZATION **.49** **.61**

71. Sanjon & Harbor

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	180	.11*	380	.24*
SBT	0	0	0		0	
SBR	1	1600	70	.04	120	.08
EBL	1	1600	60	.04*	120	.08*
EBT	1	1600	260	.16	470	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	250	.16*	590	.37*
WBR	1	1600	470	.29	250	.16
Right Turn Adjustment			WBR	.05*		
TOTAL CAPACITY UTILIZATION				**.36**		**.69**

75. Ashwood & Telegraph

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	40	.03
NBT	1	1600	50	.03*	80	.05*
NBR	d	1600	40	.03	70	.04
SBL	1	1600	70	.04*	170	.11*
SBT	1	1600	40	.03	60	.04
SBR	1	1600	140	.09	120	.08
EBL	1	1600	80	.05*	150	.09
EBT	2	3200	510	.16	810	.25*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	60	.04*
WBT	2	3200	520	.16*	570	.18
WBR	d	1600	110	.07	90	.06
Right Turn Adjustment			SBR	.01*		
TOTAL CAPACITY UTILIZATION				**.29**		**.45**

77. Day & Telegraph

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	240	.08*	340	.11*
SBT	0	0	0		0	
SBR	1	1600	80	.05	100	.06
EBL	1	1600	100	.06*	50	.03
EBT	2	3200	500	.16	910	.28*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	950	.30*	780	.24
WBR	d	1600	330	.21	260	.16
TOTAL CAPACITY UTILIZATION				**.44**		**.39**

85. Victoria & Olivas Park

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	670	.21	560	.18*
NBT	3	4800	1870	.39*	1810	.38
NBR	1	1600	560	.35	490	.31
SBL	2	3200	490	.15*	200	.06
SBT	3	4800	1510	.31	1630	.34*
SBR	f		50		90	
EBL	2	3200	130	.04	180	.06
EBT	2	3200	160	.05*	220	.07*
EBR	f		190		950	
WBL	1	1600	140	.09*	380	.24*
WBT	2	3200	40	.01	370	.12
WBR	f		120		210	
TOTAL CAPACITY UTILIZATION				**.68**		**.83**

86. Telephone & Olivas Park

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	2	3200	360	.11*	940	.29*
SBT	1	1600	10	.01	10	.01
SBR	d	1600	160	.10	680	.43
EBL	2	3200	480	.15*	400	.13*
EBT	2	3200	220	.07	290	.09
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	2	3200	170	.05*	270	.08*
WBR	1	1600	580	.36	720	.45
Right Turn Adjustment			WBR	.23*	Multi	.18*

TOTAL CAPACITY UTILIZATION **.56** **.70**

91. Johnson & Ralston

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	150	.09*
NBT	2	3200	440	.14	580	.18
NBR	d	1600	20	.01	100	.06
SBL	1	1600	40	.03	60	.04
SBT	2	3200	520	.16*	770	.24*
SBR	d	1600	80	.05	50	.03
EBL	1	1600	40	.03*	90	.06
EBT	1	1600	120	.08	370	.23*
EBR	d	1600	110	.07	150	.09
WBL	1	1600	160	.10	70	.04*
WBT	1	1600	360	.23*	240	.15
WBR	d	1600	90	.06	40	.03

TOTAL CAPACITY UTILIZATION **.48** **.60**

92. Johnson & Bristol

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	60	.04*
NBT	2	3200	380	.12	620	.19
NBR	f		80		730	
SBL	1	1600	30	.02	10	.01
SBT	2	3200	660	.21*	890	.28*
SBR	0	0	20		20	
EBL	1	1600	20	.01*	40	.03
EBT	1	1600	50	.03	270	.17*
EBR	1	1600	150	.09	190	.12
WBL	2	3200	450	.14	240	.08*
WBT	1	1600	290	.18*	150	.09
WBR	d	1600	20	.01	70	.04
Right Turn Adjustment			EBR	.03*		

TOTAL CAPACITY UTILIZATION **.44** **.57**

94. Johnson & North Bank

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	60	.04*
NBT	3	4800	140	.03	480	.10
NBR	d	1600	50	.03	370	.23
SBL	1	1600	10	.01	60	.04
SBT	3	4800	680	.19*	940	.23*
SBR	0	0	240		170	
EBL	2.5		240	.08	960	.30
EBT	1.5	6400	450	.14*	1720	.54*
EBR	1	1600	460	.29	280	.18
WBL	1.5		1360	.43*	1200	.38*
WBT	1.5	4800	180	.11	280	.18
WBR	1	1600	20	.01	100	.06
Right Turn Adjustment			EBR	.10*		

TOTAL CAPACITY UTILIZATION **.92** **1.19**

95. Bristol & Ramelli

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	40	.03*	40	.03*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	310	.19	180	.11
EBL	1	1600	50	.03*	300	.19*
EBT	2	3200	70	.03	220	.07
EBR	0	0	10		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	290	.11*	140	.06*
WBR	0	0	60		60	
Right Turn Adjustment			SBR	.14*		

TOTAL CAPACITY UTILIZATION **.32** **.29**

96. Montgomery & North Bank

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	50	.03*	150	.09*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	220	.14	140	.09
EBL	1	1600	100	.06*	150	.09*
EBT	2	3200	130	.04	400	.13
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	470	.29*	310	.19*
WBR	d	1600	220	.14	80	.05
Right Turn Adjustment			SBR	.04*		

TOTAL CAPACITY UTILIZATION **.45** **.39**

100. Saticoy & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	190	.12	150	.09*
NBT	1	1600	200	.13*	140	.09
NBR	1	1600	120	.08	90	.06
SBL	1	1600	180	.11*	90	.06
SBT	1	1600	110	.07	140	.09*
SBR	1	1600	280	.18	170	.11
EBL	1	1600	130	.08*	200	.13*
EBT	2	3200	220	.07	690	.22
EBR	1	1600	100	.06	200	.13
WBL	1	1600	80	.05	110	.07
WBT	2	3200	380	.16*	500	.18*
WBR	0	0	130		60	

TOTAL CAPACITY UTILIZATION **.48** **.49**

101. Saticoy & Telegraph

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	190		80	
NBT	1	1600	70	.19*	60	.11*
NBR	0	0	50		30	
SBL	0	0	10		20	
SBT	1	1600	70	.09*	40	.05*
SBR	0	0	60		20	
EBL	1	1600	20	.01	30	.02
EBT	1	1600	190	.17*	410	.34*
EBR	0	0	80		140	
WBL	1	1600	50	.03*	30	.02*
WBT	1	1600	250	.16	270	.17
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.48** **.52**

102. Wells & Telegraph

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	250	.16*
NBT	1	1600	130	.08	300	.19
NBR	1	1600	60	.04	250	.16
SBL	1	1600	10	.01	10	.01
SBT	1	1600	270	.17*	210	.13*
SBR	1	1600	40	.03	20	.01
EBL	1	1600	20	.01	40	.03
EBT	1	1600	40	.16*	190	.25*
EBR	0	0	210		210	
WBL	1	1600	340	.21*	130	.08*
WBT	1	1600	140	.09	100	.08
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.64** **.62**

104. Wells & SR 126 EB Ramps

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	840	.18	1420	.30
NBR	f		590		1560	
SBL	0	0	0		0	
SBT	3	4800	2650	.55*	1730	.36*
SBR	f		80		50	
EBL	1	1600	110	.07*	350	.22*
EBT	0	0	0		0	
EBR	1	1600	170	.11	600	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.04*	EBR	.16*

TOTAL CAPACITY UTILIZATION **.66** **.74**

105. Wells & Darling

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1230	.26	2830	.59*
NBR	d	1600	70	.04	170	.11
SBL	1	1600	120	.08	350	.22*
SBT	3	4800	2420	.50*	1820	.38
SBR	d	1600	10	.01	10	.01
EBL	0	0	80		40	
EBT	1	1600	30	.13*	40	.08*
EBR	0	0	90		40	
WBL	1	1600	70	.04*	300	.19*
WBT	1	1600	30	.06	40	.14
WBR	0	0	60		190	

TOTAL CAPACITY UTILIZATION **.69** **1.08**

106. Wells & Telephone

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	340	.11*	430	.13
NBT	3	4800	1220	.26	2890	.62*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	2490	.52*	1920	.40
SBR	1	1600	150	.09	430	.27
EBL	1.5		150	{.05}*	250	{.08}*
EBT	0.5	3200	0	.05	0	.08
EBR	2	3200	540	.17	560	.18
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.03*		

TOTAL CAPACITY UTILIZATION **.73** **.73**

114. California & Thompson

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40		30	.02
NBT	0.5	3200	10	.02*	30	.02*
NBR	1	1600	50	.03	90	.06
SBL	1.5		120		170	
SBT	1.5	4800	80	.05*	160	.07*
SBR	0		20		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	830	.31*	910	.32*
EBR	0	0	150		110	
WBL	1	1600	60	.04*	80	.05*
WBT	2	3200	330	.11	390	.14
WBR	0	0	10		70	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .42 .46

115. Chestnut & Thompson

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	40	.03	80	.05
SBT	1	1600	270	.18*	310	.21*
SBR	0	0	10		30	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	560	.18*	650	.20*
EBR	f		390		530	
WBL	1	1600	210	.13*	210	.13*
WBT	2	3200	460	.15	620	.21
WBR	0	0	30		60	

TOTAL CAPACITY UTILIZATION .50 .55

120. Ventura & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	50	.03
NBT	1	1600	350	.22*	700	.44*
NBR	1	1600	20	.01	30	.02
SBL	1	1600	120	.08*	110	.07*
SBT	1	1600	370	.23	390	.24
SBR	1	1600	60	.04	50	.03
EBL	1	1600	30	.02	150	.09*
EBT	1	1600	160	.10*	310	.19
EBR	d	1600	30	.02	40	.03
WBL	1	1600	10	.01*	20	.01
WBT	1	1600	90	.06	190	.12*
WBR	1	1600	170	.11	130	.08

TOTAL CAPACITY UTILIZATION .41 .72

132. Ventura & Stanley

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	340	.21*	320	.20*
NBT	1	1600	270	.17	350	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	470	.29*	380	.24*
SBR	1	1600	520	.33	380	.24
EBL	1	1600	390	.24*	680	.43*
EBT	0	0	0		0	
EBR	1	1600	230	.14	160	.10
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .74 .87

136. US 101 SB Ramps & Valentine

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		360	.11*	400	.13*
SBT	0	4800	0		0	
SBR	1.5		90	.06	20	
EBL	1	1600	90	.06*	460	.29*
EBT	2	3200	220	.07	780	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	1010	.32*	400	.13*
WBR	f		810		890	

TOTAL CAPACITY UTILIZATION **.49** **.55**

138. Johnson & US 101 SB Ramps

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	660	.41*
NBT	1	1600	160	.10	570	.36
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	620	.39*	400	.25*
SBR	f		1840		2050	
EBL	1	1600	160	.10*	340	.21*
EBT	0	0	0		0	
EBR	1	1600	120	.08	90	.06
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.58** **.87**

160. Victoria & US 101 NB Ramps

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	500	.16*	530	.17*
NBT	3	4800	1430	.30	1940	.40
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2710	.42*	2250	.35*
SBR	1	1600	120	.08	380	.24
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	750	.23*	520	.16*
WBT	0	0	0		0	
WBR	3	4800	890	.19	1170	.24

TOTAL CAPACITY UTILIZATION **.81** **.68**

161. Victoria & Valentine

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	200	.06*
NBT	3	4800	1680	.35	2130	.46
NBR	0	0	20		60	
SBL	1	1600	50	.03	50	.03
SBT	2	3200	1670	.52*	1560	.49*
SBR	f		1700		1180	
EBL	2.5		340		750	
EBT	0.5	4800	50	.08*	30	.16*
EBR	1	1600	230	.14	410	.26
WBL	0	0	20		20	
WBT	1	1600	10	.02*	30	.03*
WBR	1	1600	80	.05	100	.06

Right Turn Adjustment EBR .04*
Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

TOTAL CAPACITY UTILIZATION **.70** **.78**

162. California & Harbor

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	220	.14*	320	.20*
SBT	0	0	0		0	
SBR	1	1600	40	.03	60	.04
EBL	1	1600	20	.01	80	.05*
EBT	1	1600	230	.14*	250	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	160	.06	240	.11*
WBR	0	0	40		120	

TOTAL CAPACITY UTILIZATION **.28** **.36**

163. Santa Clara & Main

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	250	.08	220	.07
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	330	.11*	460	.15*
EBR	0	0	10		10	
WBL	1	1600	150	.09*	160	.10*
WBT	2	3200	360	.12	480	.16
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.25** **.29**

164. Seaward & Poli

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	160		170	
NBT	1	1600	0	.18*	0	.21*
NBR	0	0	130		160	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	150	.09*	360	.23*
EBR	d	1600	80	.05	140	.09
WBL	1	1600	230	.14*	100	.06*
WBT	1	1600	170	.11	300	.19
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.41** **.50**

165. Seaward & Harbor

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	70	.04
NBT	2	3200	360	.13*	310	.12*
NBR	0	0	40		60	
SBL	2	3200	550	.17*	580	.18*
SBT	2	3200	200	.06	320	.10
SBR	1	1600	310	.19	460	.29
EBL	2	3200	400	.13*	360	.11
EBT	2	3200	590	.19	1170	.38*
EBR	0	0	20		50	
WBL	1	1600	20	.01	30	.02*
WBT	2	3200	270	.08*	460	.14
WBR	2	3200	900	.28	1170	.37
Right Turn Adjustment			WBR	.07*		

TOTAL CAPACITY UTILIZATION **.58** **.70**

166. College & Telegraph

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.06*	0	.06*
NBR	0	0	60		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	570	.20*	870	.29*
EBR	0	0	60		70	
WBL	1	1600	100	.06*	50	.03*
WBT	2	3200	690	.22	660	.21
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.32** **.38**

168. Day & Foothill

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	220	.14*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	260	.16
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	460	.41*	480	.44*
EBR	0	0	200		220	
WBL	1	1600	250	.16*	210	.13*
WBT	1	1600	410	.31	430	.30
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.74** **.75**

169. Kimball & Foothill

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	290	.18*	140	.09*
NBT	0	0	0		0	
NBR	1	1600	20	.01	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	200	.26	400	.38*
EBR	0	0	220		200	
WBL	1	1600	70	.04	20	.01*
WBT	1	1600	530	.33*	210	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.48**

170. Petit & Foothill

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		10	
NBT	1	1600	0	.03*	0	.03*
NBR	0	0	10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	150	.09	230	.14*
EBR	1	1600	40	.03	30	.02
WBL	0	0	10		10	{.01}*
WBT	1	1600	480	.31*	190	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.18**

171. Saticoy & Foothill

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	110		60	
NBT	1	1600	0	.08*	0	.05*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	130	.12	310	.25*
EBR	0	0	60		90	
WBL	0	0	20		20	{.01}*
WBT	1	1600	420	.28*	170	.12
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.36** **.31**

172. Wells & Foothill

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	120	.08*
NBT	0	0	10		10	
NBR	1	1600	40	.03	80	.05
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	50	.04	200	.13*
EBR	1	1600	90	.06	120	.08
WBL	0	0	70		30	{.02}*
WBT	1	1600	300	.24*	50	.06
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.33** **.25**

173. Victoria & SR 126 WB Ramps

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1190	.29	2140	.52*
NBR	0	0	200		340	
SBL	0	0	0		0	
SBT	3	4800	2000	.45*	1500	.33
SBR	0	0	180		90	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	640	.40	420	.26
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	230	.14	180	.11
Right Turn Adjustment			Multi	.42*	Multi	.23*

TOTAL CAPACITY UTILIZATION **.87** **.75**

174. Petit & Telegraph

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	40	.03*
NBT	1	1600	10	.01	10	.01
NBR	1	1600	10	.01	20	.01
SBL	1	1600	30	.02	20	.01
SBT	1	1600	10	.03*	30	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	280	.09	580	.18
EBR	1	1600	50	.03	90	.06
WBL	1	1600	10	.01	10	.01
WBT	1	1600	530	.33*	320	.20*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.41** **.27**

175. Ventura & North Bank

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	30		30	
SBT	1	1600	0	.06*	0	.10*
SBR	0	0	70		130	
EBL	1	1600	160	.10*	470	.29
EBT	2	3200	1290	.40	3060	.96*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	490	.31*	480	.30
WBR	1	1600	50	.03	30	.02

TOTAL CAPACITY UTILIZATION **.47** **1.06**

176. Saticoy & Darling

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1600	170	.11	240	.16*
NBR	1	1600	110	.07	30	.02
SBL	0	0	60		10	{.01}*
SBT	1	1600	250	.19*	190	.13
SBR	1	1600	80	.05	90	.06
EBL	0	0	60		60	
EBT	1	1600	80	.11*	60	.10*
EBR	0	0	40		40	
WBL	0	0	80	{.05}*	50	{.03}*
WBT	1	1600	20	.08	60	.08
WBR	0	0	30		10	

TOTAL CAPACITY UTILIZATION **.36** **.30**

177. Wells & SR 126 WB Ramps

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	530	.17	1380	.43*
NBR	f		400		380	
SBL	0	0	0		0	
SBT	2	3200	1070	.33*	750	.23
SBR	f		430		210	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1660		1040	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	180	.11	100	.06
Right Turn Adjustment					WBR	.06*

TOTAL CAPACITY UTILIZATION **.33** **.49**

178. SR-33 Ramps & Stanley

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	700	.44	860	.54
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	280	.18	180	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	700	.44*	930	.58*
WBR	f		190		170	
Right Turn Adjustment			NBR	.24*	NBR	.19*

TOTAL CAPACITY UTILIZATION **.68** **.77**

179. SR-33 Ramps & Shell

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	700		680	
SBT	1	1600	0	.46*	0	.44*
SBR	0	0	30		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	140	.09	110	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	720	.49*	730	.53*
WBR	0	0	70		120	

TOTAL CAPACITY UTILIZATION **.96** **.98**

180. Estates & Telegraph

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	50	.03
NBT	1	1600	10	.05	10	.07*
NBR	0	0	70		100	
SBL	0	0	10		10	{.01}*
SBT	1	1600	10	.02*	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	2	3200	540	.17	820	.26*
EBR	d	1600	60	.04	60	.04
WBL	1	1600	30	.02	90	.06*
WBT	2	3200	660	.21*	790	.25
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.29** **.40**

181. Ventura & Ramona

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	40	.03
NBT	1	1600	370	.24*	650	.42*
NBR	0	0	20		20	
SBL	1	1600	80	.05*	80	.05*
SBT	1	1600	390	.26	480	.32
SBR	0	0	20		30	
EBL	0	0	20	{.01}*	30	{.02}*
EBT	1	1600	10	.03	20	.04
EBR	0	0	10		20	
WBL	0	0	10		20	
WBT	1	1600	20	.03*	30	.04*
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.33** **.53**

182. Olive & Main St

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	590	.37*	470	.29*
SBT	1	1600	20	.06	30	.08
SBR	0	0	80		90	
EBL	0	0	90	{.06}*	280	
EBT	1	1600	80	.11	220	.31*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	160	.11*	170	.11
WBR	1	1600	190	.12	450	.28

TOTAL CAPACITY UTILIZATION **.55** **.62**

190. Petit Av & North Bank Dr

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	30	.02*	80	.05*
SBT	0	0	0		0	
SBR	1	1600	280	.18	270	.17
EBL	1	1600	90	.06*	320	.20*
EBT	2	3200	60	.02	140	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	110	.03*	100	.03*
WBR	d	1600	60	.04	40	.03
Right Turn Adjustment			SBR	.11*		
TOTAL CAPACITY UTILIZATION				**.22**		**.28**

191. Saticoy Av & North Bank Dr

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01*
NBT	1	1600	30	.03*	20	.02
NBR	0	0	20		10	
SBL	1	1600	20	.01*	50	.03
SBT	1	1600	10	.02	40	.04*
SBR	0	0	20		30	
EBL	1	1600	20	.01	30	.02*
EBT	2	3200	90	.03*	90	.03
EBR	d	1600	0	.00	10	.01
WBL	1	1600	0	.00	10	.01
WBT	2	3200	40	.01	90	.03*
WBR	d	1600	60	.04	150	.09
Right Turn Adjustment			WBR	.01*	WBR	.04*
TOTAL CAPACITY UTILIZATION				**.08**		**.14**

192. Los Angeles Av & North Bank

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	190	.12
NBT	3	4800	1430	.30	3120	.65*
NBR	d	1600	30	.02	70	.04
SBL	1	1600	120	.08	160	.10*
SBT	3	4800	2790	.58*	2240	.47
SBR	d	1600	140	.09	80	.05
EBL	1	1600	50	.03*	110	.07*
EBT	1	1600	10	.01	20	.01
EBR	1	1600	140	.09	160	.10
WBL	1	1600	50	.03	60	.04
WBT	1	1600	20	.01*	20	.01*
WBR	1	1600	100	.06	170	.11
Right Turn Adjustment			EBR	.03*	WBR	.02*
TOTAL CAPACITY UTILIZATION				**.71**		**.85**

193. Saticoy Av & A St

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	260	.16*	150	.09
NBR	1	1600	10	.01	40	.03
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	210	.13	180	.11*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	20	.01*	10	.01*
WBT	0	0	0		0	
WBR	1	1600	20	.01	10	.01
TOTAL CAPACITY UTILIZATION				**.18**		**.12**

194. Wells Rd & A St

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	140	.09
NBT	2	3200	380	.14	850	.32*
NBR	0	0	60		180	
SBL	1	1600	10	.01	40	.03*
SBT	2	3200	840	.27*	590	.19
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	1	1600	10	.01*	10	.01*
EBR	1	1600	120	.08	60	.04
WBL	1	1600	160	.10*	80	.05*
WBT	1	1600	10	.03	10	.01
WBR	0	0	30		10	
Right Turn Adjustment			EBR	.05*		

TOTAL CAPACITY UTILIZATION **.45** **.41**

196. Ramelli & Ralston

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01
NBT	1	1600	30	.07	90	.29*
NBR	0	0	80		370	
SBL	1	1600	10	.01	10	.01*
SBT	1	1600	280	.20*	170	.15
SBR	0	0	40		70	
EBL	1	1600	10	.01*	30	.02
EBT	1	1600	120	.09	330	.26*
EBR	0	0	30		90	
WBL	1	1600	70	.04	10	.01*
WBT	1	1600	390	.26*	170	.11
WBR	0	0	20		10	

TOTAL CAPACITY UTILIZATION **.48** **.57**

197. Kimball & Ralston

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	20	.01
NBT	3	4800	380	.08	740	.15*
NBR	1	1600	80	.05	100	.06
SBL	1	1600	0	.00	0	.00
SBT	3	4800	690	.14*	480	.10
SBR	1	1600	250	.16	150	.09
EBL	1	1600	10	.01*	280	.18*
EBT	1	1600	50	.03	280	.18
EBR	1	1600	40	.03	80	.05
WBL	1	1600	0	.00	0	.00
WBT	2	3200	280	.09*	70	.02*
WBR	1	1600	10	.01	80	.05
Right Turn Adjustment			SBR	.01*	WBR	.03*

TOTAL CAPACITY UTILIZATION **.26** **.38**

198. Montgomery & Ralston

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	0	.00
NBT	2	3200	120	.06	170	.09*
NBR	0	0	60		120	
SBL	1	1600	0	.00	40	.03*
SBT	2	3200	70	.04*	70	.03
SBR	0	0	150	.09	30	
EBL	1	1600	10	.01*	110	.07
EBT	1	1600	30	.03	100	.08*
EBR	0	0	10		30	
WBL	1	1600	120	.08	60	.04*
WBT	1	1600	110	.14*	40	.04
WBR	0	0	110		20	
Right Turn Adjustment			SBR	.04*		

TOTAL CAPACITY UTILIZATION **.25** **.24**

199. Kimball & North Bank

2025 Scenario 4 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	40	.03*	40	.03*
SBT	0	0	0		0	
SBR	1	1600	680	.43	470	.29
EBL	1	1600	310	.19*	740	.46*
EBT	2	3200	260	.08	780	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	690	.23*	420	.15*
WBR	0	0	40		50	
Right Turn Adjustment			SBR	.26*		
TOTAL CAPACITY UTILIZATION				**.71**		**.64**

NON-COMMITTED IMPROVEMENTS

94. Johnson & North Bank

2025 Scenario 4 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	60	.04*
NBT	3	4800	140	.03	480	.10
NBR	d	1600	50	.03	370	.23
SBL	1	1600	10	.01	60	.04
SBT	3	4800	680	.19*	940	.23*
SBR	0	0	240		170	
EBL	2	3200	240	.08	960	.30
EBT	3	4800	450	.09*	1720	.36*
EBR	1	1600	460	.29	280	.18
WBL	3	4800	1360	.28*	1200	.25*
WBT	2	3200	180	.06	280	.12
WBR	0	0	20		100	
Right Turn Adjustment			EBR	.15*		

TOTAL CAPACITY UTILIZATION **.77** **.88**

105. Wells & Darling

2025 Scenario 4 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1230	.26	2830	.59*
NBR	d	1600	70	.04	170	.11
SBL	2	3200	120	.04	350	.11*
SBT	3	4800	2420	.50*	1820	.38
SBR	d	1600	10	.01	10	.01
EBL	1	1600	80	.05*	40	.03*
EBT	1	1600	30	.08	40	.05
EBR	0	0	90		40	
WBL	2	3200	70	.02	300	.09
WBT	1	1600	30	.06*	40	.14*
WBR	0	0	60		190	

TOTAL CAPACITY UTILIZATION **.63** **.87**

175. Ventura & North Bank

2025 Scenario 4 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	30		30	
SBT	1	1600	0	.06*	0	.10*
SBR	0	0	70		130	
EBL	1	1600	160	.10*	470	.29
EBT	3	4800	1290	.27	3060	.64*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	490	.31*	480	.30
WBR	1	1600	50	.03	30	.02

TOTAL CAPACITY UTILIZATION **.47** **.74**

SCENARIO 5

1. Victoria & Foothill

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	240	.15*
NBT	1	1600	20	.01	70	.04
NBR	1	1600	190	.12	330	.21
SBL	1	1600	10	.01	10	.01
SBT	1	1600	60	.04*	20	.01*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01*	180	.11
EBT	1	1600	300	.19	460	.29*
EBR	1	1600	220	.14	20	.01
WBL	2	3200	450	.14	240	.08*
WBT	1	1600	560	.35*	330	.21
WBR	d	1600	10	.01	20	.01

TOTAL CAPACITY UTILIZATION **.49** **.53**

2. Victoria & Loma Vista

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	260	.16*
NBT	2	3200	270	.08	540	.17
NBR	d	1600	20	.01	40	.03
SBL	1	1600	20	.01	20	.01
SBT	2	3200	530	.17*	280	.09*
SBR	d	1600	100	.06	10	.01
EBL	0	0	70		20	
EBT	1	1600	40	.24*	30	.23*
EBR	0	0	270		320	
WBL	0	0	60	{.04}*	30	{.02}*
WBT	1	1600	40	.10	30	.05
WBR	0	0	60		20	

TOTAL CAPACITY UTILIZATION **.56** **.50**

3. Victoria & Telegraph

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	670	.21*	1150	.36*
NBT	2	3200	540	.17	890	.28
NBR	1	1600	140	.09	210	.13
SBL	1	1600	150	.09	200	.13
SBT	3	4800	720	.15*	540	.11*
SBR	d	1600	40	.03	20	.01
EBL	1	1600	60	.04	40	.03
EBT	1.5	4800	350	{.16}*	710	{.22}*
EBR	1.5		690		780	{.22}
WBL	2	3200	340	.11*	220	.07*
WBT	2	3200	580	.18	340	.11
WBR	d	1600	50	.03	60	.04

TOTAL CAPACITY UTILIZATION **.63** **.76**

4. Victoria & Woodland

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	60	.04
NBT	3	4800	1410	.31	2090	.47*
NBR	0	0	80		150	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	1810	.38*	1570	.33
SBR	0	0	30		10	
EBL	0	0	10		20	
EBT	1	1600	10	.10*	10	.04*
EBR	0	0	140		30	
WBL	1.5		260		100	
WBT	0.5	3200	10	.09*	10	.04*
WBR	0		20		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.56**

5. Victoria & SR 126 SB Ramps

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1380	.22	2630	.42*
NBR	0	0	50		40	
SBL	0	0	0		0	
SBT	4	6400	2530	.41*	1830	.30
SBR	0	0	70		90	
EBL	1.5		230		160	
EBT	0.5	3200	190	.13*	130	.09*
EBR	1	1600	250	.16	240	.15
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	250	.16	560	.35
Right Turn Adjustment			Multi	.05*	WBR	.35*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.86**

6. Victoria & Thille

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	60	.04
NBT	4	6400	1310	.27	2420	.39*
NBR	0	0	450	.28	60	
SBL	1	1600	180	.11	40	.03*
SBT	4	6400	2160	.39*	1830	.32
SBR	0	0	360		230	
EBL	1.5		240		350	
EBT	0.5	3200	30	.08*	10	.11*
EBR	1	1600	120	.08	200	.13
WBL	1	1600	30	.02	110	.07
WBT	1	1600	10	.02*	70	.09*
WBR	0	0	20		80	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.52** **.62**

7. Victoria & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	320	.10
NBT	4	6400	1300	.25	1580	.27*
NBR	0	0	270		130	
SBL	2	3200	360	.11	350	.11*
SBT	4	6400	1760	.28*	1360	.21
SBR	1	1600	320	.20	360	.23
EBL	2	3200	320	.10*	660	.21*
EBT	3	4800	330	.08	860	.20
EBR	0	0	70		110	
WBL	2	3200	250	.08	310	.10
WBT	3	4800	700	.15*	610	.13*
WBR	1	1600	180	.11	320	.20

TOTAL CAPACITY UTILIZATION **.63** **.72**

8. Victoria & Ralston

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	250	.16*	410	.26*
NBT	4	6400	1460	.24	1880	.33
NBR	0	0	70		220	
SBL	1	1600	100	.06	210	.13
SBT	4	6400	1830	.30*	1810	.30*
SBR	0	0	110		110	
EBL	1	1600	40	.03	130	.08
EBT	1	1600	110	.07*	240	.15*
EBR	1	1600	220	.14	330	.21
WBL	1	1600	220	.14*	130	.08*
WBT	1	1600	230	.14	130	.08
WBR	1	1600	190	.12	120	.08

TOTAL CAPACITY UTILIZATION **.67** **.79**

10. Victoria & Moon

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	190	.12
NBT	4	6400	1840	.30	2160	.39*
NBR	0	0	100		340	
SBL	1	1600	50	.03	120	.08*
SBT	4	6400	1920	.30*	1860	.33
SBR	0	0	20		250	
EBL	1	1600	30	.02	70	.04
EBT	1	1600	70	.04*	90	.06*
EBR	1	1600	30	.02	170	.11
WBL	1	1600	290	.18*	160	.10*
WBT	1	1600	130	.08	50	.03
WBR	1	1600	70	.04	50	.03

TOTAL CAPACITY UTILIZATION **.55** **.63**

14. Hill & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		20	
NBT	1	1600	100	.10*	60	.14*
NBR	0	0	10		140	
SBL	1	1600	50	.03*	250	.16*
SBT	1	1600	30	.02	70	.04
SBR	1	1600	60	.04	240	.15
EBL	1	1600	170	.11*	100	.06
EBT	3	4800	490	.11	1200	.29*
EBR	0	0	60		180	
WBL	1	1600	190	.12	30	.02*
WBT	3	4800	1110	.29*	710	.16
WBR	0	0	290		60	

TOTAL CAPACITY UTILIZATION **.53** **.61**

15. Johnson & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	330	.10*	190	.06
NBT	2	3200	160	.10	230	.14*
NBR	0	0	170	.11	440	.28
SBL	1	1600	30	.02	100	.06*
SBT	2	3200	170	.05*	200	.06
SBR	d	1600	40	.03	40	.03
EBL	1	1600	50	.03*	30	.02
EBT	3	4800	200	.06	1040	.31*
EBR	0	0	170	.11	460	
WBL	1	1600	340	.21	350	.22*
WBT	3	4800	1400	.30*	540	.12
WBR	0	0	60		40	

TOTAL CAPACITY UTILIZATION **.48** **.73**

18. Seaward & US 101 NB Ramps

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	610	.19*
NBT	2	3200	900	.28	920	.29
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	740	.23*	950	.30*
SBR	1	1600	240	.15	250	.16
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	380	.12*	370	.12*
WBT	0	0	0		0	
WBR	2	3200	350	.11	440	.14

TOTAL CAPACITY UTILIZATION **.53** **.61**

19. Monmouth/US 101 SB & Harbor

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	30	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		660		1050	
SBT	0.5	3200	40	.22*	70	.37*
SBR	0		10		50	
EBL	1	1600	120	.08*	160	.10*
EBT	2	3200	400	.13	400	.14
EBR	0	0	20		40	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	370	.23*	580	.36*
WBR	1	1600	310	.19	290	.18

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.86**

20. Harbor & Olivas Park

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	140	.09*
NBT	2	3200	950	.30*	1100	.34
NBR	1	1600	380	.24	190	.12
SBL	2	3200	190	.06*	160	.05
SBT	2	3200	740	.23	1210	.38*
SBR	1	1600	130	.08	120	.08
EBL	1	1600	70	.04*	170	.11
EBT	2	3200	140	.04	210	.07*
EBR	d	1600	70	.04	130	.08
WBL	1	1600	40	.03	410	.26*
WBT	2	3200	110	.03*	140	.04
WBR	f		50		390	

TOTAL CAPACITY UTILIZATION **.43** **.80**

23. Mills & Loma Vista

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370	{.14}*	280	{.09}*
NBT	0.5	3200	70	.14	20	.09
NBR	1	1600	40	.03	70	.04
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01	10	.01
EBT	2	3200	340	.11*	620	.19*
EBR	d	1600	310	.19	520	.33
WBL	1	1600	60	.04*	70	.04*
WBT	2	3200	420	.13	360	.11
WBR	d	1600	60	.04	20	.01

Right Turn Adjustment EBR .07*

TOTAL CAPACITY UTILIZATION **.33** **.42**

24. Mills & Telegraph

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	150	.09*
NBT	1	1600	400	.25*	240	.15
NBR	1	1600	200	.13	380	.24
SBL	1	1600	60	.04*	130	.08
SBT	2	3200	370	.12	470	.15*
SBR	1	1600	10	.01	20	.01
EBL	1	1600	30	.02	20	.01
EBT	2	3200	350	.11*	560	.18*
EBR	1	1600	80	.05	140	.09
WBL	2	3200	270	.08*	220	.07*
WBT	2	3200	400	.15	440	.16
WBR	0	0	70		60	

Right Turn Adjustment NBR .03*

TOTAL CAPACITY UTILIZATION **.48** **.52**

25. Mills & Maple

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05
NBT	2	3200	970	.33*	820	.29*
NBR	0	0	90		100	
SBL	1	1600	50	.03*	110	.07*
SBT	2	3200	720	.24	890	.30
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	220		210	
WBT	1	1600	20	.15*	20	.14*
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.51** **.50**

26. Mills & Dean

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	140	.09*
NBT	2	3200	1180	.37*	920	.29
NBR	1	1600	290	.18	360	.23
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	810	.26	930	.30*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	30	.02*
EBR	1	1600	20	.01	220	.14
WBL	2	3200	410	.13*	250	.08*
WBT	1	1600	50	.05	50	.06
WBR	0	0	30		40	
Right Turn Adjustment					EBR	.05*

TOTAL CAPACITY UTILIZATION **.53** **.54**

27. Mills & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30		30	
NBT	1	1600	70	.06*	80	.07*
NBR	1	1600	350	.22	240	.15
SBL	2.5		1200		1310	
SBT	0.5	4800	80	.28*	90	.30*
SBR	0		40		20	
EBL	2	3200	110	.03*	100	.03*
EBT	4	6400	1050	.16	1110	.17
EBR	1	1600	20	.01	30	.02
WBL	2	3200	170	.05	370	.12
WBT	3	4800	1120	.23*	1430	.30*
WBR	2	3200	1410	.44	1370	.43
Right Turn Adjustment			NBR	.08*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.68** **.70**

28. US 101 NB Ramps & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	590	.18*	320	.10*
SBT	0	0	0		0	
SBR	3	4800	1670	.35	1370	.29
EBL	0	0	0		0	
EBT	3	4800	2260	.47*	2500	.52*
EBR	f		320		170	
WBL	2	3200	410	.13*	530	.17*
WBT	3	4800	1030	.21	1800	.38
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.78** **.79**

29. SR 126 EB Ramps & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	270	.08	410	.13*
EBT	3	4800	2530	.53*	2690	.56
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1240	.26	2380	.50*
WBR	f		140		320	

TOTAL CAPACITY UTILIZATION **.53** **.63**

30. Callens & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180	{.06}*	620	{.20}*
NBT	0.5	3200	10	.06	10	.20
NBR	1	1600	40	.03	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01*
EBT	4	6400	2220	.35*	2420	.38
EBR	d	1600	310	.19	250	.16
WBL	2	3200	90	.03*	180	.06
WBT	3	4800	1200	.25	2050	.43*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.46** **.66**

31. Donlon & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		160		610	
NBT	0	3200	0	.06*	0	.24*
NBR	0.5		30		170	
SBL	1.5		400		360	
SBT	0.5	3200	140	.17*	90	.14*
SBR	1	1600	180	.11	220	.14
EBL	0	0	0		0	
EBT	4	6400	1920	.30*	2410	.38*
EBR	d	1600	210	.13	200	.13
WBL	2	3200	100	.03*	250	.08*
WBT	3	4800	1060	.22	1570	.33
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.84**

32. Telephone & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	260	.08	680	.21
NBT	2	3200	250	.08*	1050	.33*
NBR	1	1600	70	.04	290	.18
SBL	1.5		240	.15	470	
SBT	1.5	4800	1000	.31*	690	.24*
SBR	f		730		950	
EBL	2	3200	440	.14	750	.23
EBT	3	4800	1090	.23*	1440	.30*
EBR	f		400		460	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.87**

33. US 101 NB Ramps & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		670		520	
NBT	0.5	3200	30	.22*	80	.19*
NBR	1	1600	260	.16	410	.26
SBL	0.5		40		10	
SBT	0	3200	0	{.11}*	0	{.01}*
SBR	1.5		330		230	
EBL	1	1600	20	.01*	290	.18*
EBT	3	4800	700	.15	1890	.39
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1000	.21*	1370	.29*
WBR	0	0	10		10	
Right Turn Adjustment					NBR	.01*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.55** **.68**

34. Portola & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08*	300	.09*
NBT	1	1600	10	.01	40	.03
NBR	1	1600	10	.01	70	.04
SBL	1	1600	30	.02	30	.02
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	130	.08	70	.04
EBL	1	1600	40	.03*	170	.11
EBT	3	4800	600	.13	1700	.35*
EBR	d	1600	200	.13	300	.19
WBL	1	1600	20	.01	70	.04*
WBT	3	4800	840	.18*	880	.19
WBR	0	0	20		40	
Right Turn Adjustment				SBR	.05*	

TOTAL CAPACITY UTILIZATION **.35** **.49**

35. Saratoga & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	30	.02
NBT	1	1600	10	.08*	60	.15*
NBR	0	0	110		180	
SBL	1	1600	30	.02*	40	.03*
SBT	1	1600	30	.02	30	.02
SBR	1	1600	30	.02	20	.01
EBL	1	1600	20	.01*	10	.01
EBT	3	4800	590	.12	1570	.33*
EBR	d	1600	80	.05	160	.10
WBL	1	1600	50	.03	80	.05*
WBT	3	4800	900	.19*	940	.20
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION **.30** **.56**

38. Telephone & Market

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09	200	.13
NBT	3	4800	550	.11*	870	.18*
NBR	d	1600	100	.06	100	.06
SBL	1	1600	480	.30*	160	.10*
SBT	3	4800	280	.06	690	.14
SBR	d	1600	180	.11	160	.10
EBL	1	1600	50	.03	220	.14*
EBT	1	1600	270	.17*	250	.16
EBR	1	1600	170	.11	280	.18
WBL	1	1600	50	.03*	170	.11
WBT	1	1600	130	.08	380	.24*
WBR	1	1600	120	.08	630	.39
Right Turn Adjustment					WBR	.07*

TOTAL CAPACITY UTILIZATION **.61** **.73**

42. Telephone & McGrath

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	220	.14*
NBT	3	4800	680	.14	930	.19
NBR	d	1600	280	.18	100	.06
SBL	1	1600	70	.04	70	.04
SBT	2	3200	320	.10*	1050	.33*
SBR	1	1600	60	.04	50	.03
EBL	1	1600	20	.01	70	.04
EBT	1	1600	70	.04*	30	.02*
EBR	1	1600	120	.08	340	.21
WBL	1	1600	60	.04*	290	.18*
WBT	1	1600	30	.02	90	.06
WBR	1	1600	70	.04	150	.09
Right Turn Adjustment					EBR	.08*

TOTAL CAPACITY UTILIZATION **.29** **.75**

45. Catalina & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	1	1600	30	.03*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	240	.08*	70	.02*
SBT	1	1600	20	.05	10	.01
SBR	0	0	60		10	
EBL	0.5		20		20	{.01}*
EBT	1.5	3200	790	.26*	780	.25
EBR	0		10		10	
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	500	.22	790	.29*
WBR	0	0	190		130	

TOTAL CAPACITY UTILIZATION **.38** **.34**

46. Seaward & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03*	190	.12*
NBT	1	1600	150	.09	180	.11
NBR	1	1600	320	.20	270	.17
SBL	1	1600	30	.02	70	.04
SBT	1	1600	150	.09*	90	.06*
SBR	1	1600	180	.11	80	.05
EBL	1	1600	120	.08	80	.05
EBT	2	3200	760	.24*	670	.21*
EBR	1	1600	140	.09	120	.08
WBL	0.5		100		170	
WBT	1.5	3200	520	.20*	730	.30*
WBR	0		30		70	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.69**

47. Main & Loma Vista

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	350	.11*	470	.15*
NBR	f		40		180	
SBL	1	1600	590	.37*	400	.25*
SBT	2	3200	600	.19	640	.21
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	50	{.03}*	120	{.08}*
WBT	1	1600	30	.05	40	.10
WBR	2	3200	350	.11	470	.15

TOTAL CAPACITY UTILIZATION **.55** **.53**

49. Main & Telegraph

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290		620	
NBT	1.5	4800	570	.18*	710	.28*
NBR	f		170		80	
SBL	1.5		190	.12	280	.18
SBT	1.5	4800	480	.16*	700	.23*
SBR	0		40		50	
EBL	0	0	0		0	
EBT	2	3200	320	.10	430	.13
EBR	f		680		620	
WBL	0	0	0		0	
WBT	1.5	4800	340	.11*	500	.16*
WBR	1.5		120		210	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.45** **.67**

50. Emma & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	80	.05	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1040	.33*	1210	.38*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	60	.04*	90	.06*
WBT	3	4800	960	.20	1490	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.41** **.46**

51. Lemon Grove & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		50	
NBT	1.5	3200	20	.03*	20	.03*
NBR	0		100	.06	30	
SBL	1.5		30		70	
SBT	0.5	3200	10	.01*	10	.03*
SBR	1	1600	70	.04	70	.04
EBL	1	1600	40	.03	60	.04
EBT	2	3200	1060	.33*	1120	.35*
EBR	d	1600	60	.04	80	.05
WBL	1	1600	30	.02*	30	.02*
WBT	3	4800	950	.21	1340	.29
WBR	0	0	50		50	

Right Turn Adjustment NBR .01*
Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.40** **.43**

53. Kimball & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	260	.08*	500	.16*
SBT	0	0	0		0	
SBR	2	3200	1230	.38	660	.21
EBL	2	3200	250	.08*	990	.31*
EBT	3	4800	320	.07	990	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	900	.28*	650	.20*
WBR	1	1600	670	.42	360	.23

Right Turn Adjustment Multi .32*

TOTAL CAPACITY UTILIZATION **.76** **.67**

55. Kimball & SR 126 EB Ramps

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1330	.28	860	.18*
NBR	f		110		430	
SBL	1	1600	30	.02	30	.02*
SBT	3	4800	1490	.31*	870	.18
SBR	0	0	0		0	
EBL	2	3200	120	.04*	400	.13*
EBT	0	0	10		0	
EBR	f		240		530	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.35** **.33**

56. Kimball & SR 126 WB Ramps

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	250	.08*
NBT	3	4800	800	.17	800	.17
NBR	d	1600	60	.04	220	.14
SBL	1	1600	10	.01	10	.01
SBT	3	4800	710	.15*	550	.11*
SBR	d	1600	180	.11	100	.06
EBL	1.5		40		30	
EBT	0.5	3200	10	.02*	10	.01*
EBR	1	1600	630	.39	230	.14
WBL	0	0	180		120	
WBT	1	1600	130	.19*	70	.12*
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment			EBR	.23*	EBR	.07*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.77** **.39**

58. Kimball & Telegraph

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	150	.05*	90	.03
NBT	2	3200	90	.03	180	.06*
NBR	1	1600	80	.05	170	.11
SBL	1	1600	30	.02	60	.04*
SBT	2	3200	180	.06*	180	.06
SBR	1	1600	30	.02	30	.02
EBL	1	1600	20	.01*	30	.02
EBT	2	3200	180	.06	570	.18*
EBR	1	1600	70	.04	220	.14
WBL	2	3200	200	.06	130	.04*
WBT	2	3200	380	.12*	310	.10
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment					NBR	.02*

TOTAL CAPACITY UTILIZATION **.24** **.34**

60. Ramelli & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	20	.01*
NBT	1	1600	0	.00	0	.00
NBR	1	1600	170	.11	510	.32
SBL	1	1600	0	.00	0	.00
SBT	1	1600	0	.01*	10	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	3	4800	340	.08	1460	.32*
EBR	0	0	40		80	
WBL	1	1600	400	.25	200	.13*
WBT	3	4800	1680	.35*	1080	.23
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.20*

TOTAL CAPACITY UTILIZATION **.38** **.67**

61. Montgomery & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	280	.18*	60	.04*
NBT	1	1600	80	.05	20	.01
NBR	d	1600	20	.01	140	.09
SBL	1	1600	20	.01	10	.01
SBT	1	1600	60	.04*	30	.02*
SBR	1	1600	90	.06	20	.01
EBL	1	1600	10	.01*	50	.03
EBT	2	3200	520	.16	780	.24*
EBR	d	1600	90	.06	120	.08
WBL	1	1600	100	.06	70	.04*
WBT	2	3200	1090	.34*	680	.21
WBR	1	1600	10	.01	20	.01
Right Turn Adjustment			SBR	.01*	NBR	.01*

TOTAL CAPACITY UTILIZATION **.58** **.35**

63. Petit & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	160	.10
NBT	1	1600	40	.11	60	.19*
NBR	0	0	130		250	
SBL	1	1600	30	.02	30	.02*
SBT	1	1600	80	.05*	50	.03
SBR	1	1600	120	.08	70	.04
EBL	1	1600	90	.06*	80	.05
EBT	2	3200	330	.10	760	.24*
EBR	d	1600	90	.06	250	.16
WBL	1	1600	150	.09	210	.13*
WBT	2	3200	770	.24*	520	.16
WBR	d	1600	20	.01	50	.03

TOTAL CAPACITY UTILIZATION **.46** **.58**

65. Sanjon & Thompson

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	500	.16*	510	.16*
NBT	0	0	0		0	
NBR	1	1600	180	.11	210	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	490	.24*	700	.32*
EBR	0	0	290		310	
WBL	1	1600	130	.08*	140	.09*
WBT	2	3200	530	.17	780	.24
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.48** **.57**

68. Seaward & Thompson

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06	200	.13*
NBT	2	3200	470	.15*	470	.15
NBR	d	1600	240	.15	170	.11
SBL	1	1600	90	.06*	50	.03
SBT	2	3200	350	.11	340	.11*
SBR	d	1600	60	.04	90	.06
EBL	1	1600	80	.05	90	.06
EBT	2	3200	670	.23*	790	.28*
EBR	0	0	60		110	
WBL	2	3200	200	.06*	270	.08*
WBT	2	3200	430	.13	750	.23
WBR	1	1600	30	.02	60	.04

TOTAL CAPACITY UTILIZATION **.50** **.60**

71. Sanjon & Harbor

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	160	.10*	380	.24*
SBT	0	0	0		0	
SBR	1	1600	80	.05	120	.08
EBL	1	1600	60	.04*	110	.07*
EBT	1	1600	290	.18	480	.30
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	250	.16*	590	.37*
WBR	1	1600	470	.29	260	.16
Right Turn Adjustment			WBR	.05*		
TOTAL CAPACITY UTILIZATION				**.35**		**.68**

75. Ashwood & Telegraph

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	40	.03
NBT	1	1600	50	.03*	90	.06*
NBR	d	1600	40	.03	60	.04
SBL	1	1600	70	.04*	170	.11*
SBT	1	1600	40	.03	70	.04
SBR	1	1600	150	.09	120	.08
EBL	1	1600	80	.05*	150	.09
EBT	2	3200	520	.16	820	.26*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	60	.04*
WBT	2	3200	520	.16*	580	.18
WBR	d	1600	110	.07	100	.06
Right Turn Adjustment			SBR	.01*		
TOTAL CAPACITY UTILIZATION				**.29**		**.47**

77. Day & Telegraph

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	230	.07*	350	.11*
SBT	0	0	0		0	
SBR	1	1600	80	.05	100	.06
EBL	1	1600	100	.06*	50	.03
EBT	2	3200	490	.15	900	.28*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	940	.29*	800	.25
WBR	d	1600	330	.21	240	.15
TOTAL CAPACITY UTILIZATION				**.42**		**.39**

85. Victoria & Olivas Park

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	670	.21	570	.18*
NBT	3	4800	1840	.38*	1780	.37
NBR	1	1600	540	.34	440	.28
SBL	2	3200	490	.15*	210	.07
SBT	3	4800	1490	.31	1600	.33*
SBR	f		50		80	
EBL	2	3200	120	.04	170	.05
EBT	2	3200	170	.05*	230	.07*
EBR	f		190		970	
WBL	1	1600	130	.08*	360	.23*
WBT	2	3200	50	.02	370	.12
WBR	f		120		200	
TOTAL CAPACITY UTILIZATION				**.66**		**.81**

86. Telephone & Olivas Park

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	2	3200	370	.12*	970	.30*
SBT	1	1600	10	.01	10	.01
SBR	d	1600	150	.09	670	.42
EBL	2	3200	480	.15*	390	.12*
EBT	2	3200	210	.07	280	.09
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	2	3200	180	.06*	270	.08*
WBR	1	1600	570	.36	720	.45
Right Turn Adjustment			WBR	.21*	Multi	.16*

TOTAL CAPACITY UTILIZATION **.56** **.68**

91. Johnson & Ralston

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.07*	130	.08*
NBT	2	3200	470	.15	810	.25
NBR	d	1600	20	.01	180	.11
SBL	1	1600	40	.03	60	.04
SBT	2	3200	710	.22*	900	.28*
SBR	d	1600	90	.06	50	.03
EBL	1	1600	40	.03*	80	.05
EBT	1	1600	90	.06	240	.15*
EBR	d	1600	110	.07	250	.16
WBL	1	1600	120	.08	60	.04*
WBT	1	1600	230	.14*	100	.06
WBR	d	1600	90	.06	50	.03

TOTAL CAPACITY UTILIZATION **.46** **.55**

92. Johnson & Bristol

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	80	.05*
NBT	2	3200	520	.16	1030	.32
NBR	f		190		1080	
SBL	1	1600	10	.01	10	.01
SBT	2	3200	950	.30*	1150	.37*
SBR	0	0	10		20	
EBL	1	1600	10	.01	30	.02
EBT	1	1600	20	.01*	270	.17*
EBR	1	1600	130	.08	190	.12
WBL	2	3200	1030	.32*	460	.14*
WBT	1	1600	260	.16	160	.10
WBR	d	1600	20	.01	10	.01
Right Turn Adjustment			EBR	.05*		

TOTAL CAPACITY UTILIZATION **.70** **.73**

94. Johnson & North Bank

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	60	.04*
NBT	3	4800	170	.04	520	.11
NBR	d	1600	20	.01	180	.11
SBL	1	1600	10	.01	70	.04
SBT	3	4800	1550	.37*	1410	.33*
SBR	0	0	230		170	
EBL	2.5		440	.09*	1780	.37*
EBT	1.5	6400	70	.04	340	.21
EBR	1	1600	420	.26	310	.19
WBL	1.5		150		240	
WBT	1.5	4800	80	.05*	140	.08*
WBR	1	1600	20	.01	80	.05
Right Turn Adjustment			EBR	.14*		

TOTAL CAPACITY UTILIZATION **.69** **.82**

95. Bristol & Ramelli

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01*
NBT	1	1600	20	.02*	10	.02
NBR	0	0	10		20	
SBL	1	1600	10	.01*	30	.02
SBT	1	1600	10	.01	40	.03*
SBR	1	1600	280	.18	110	.07
EBL	1	1600	20	.01*	120	.08
EBT	2	3200	200	.07	680	.22*
EBR	0	0	10		10	
WBL	1	1600	20	.01	10	.01*
WBT	2	3200	900	.30*	390	.13
WBR	0	0	60		30	
Right Turn Adjustment			SBR	.15*		

TOTAL CAPACITY UTILIZATION **.49** **.27**

96. Montgomery & North Bank

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	40	.03*	120	.08*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	380	.24	170	.11
EBL	1	1600	100	.06*	320	.20*
EBT	2	3200	120	.04	400	.13
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	460	.29*	280	.18*
WBR	d	1600	210	.13	80	.05
Right Turn Adjustment			SBR	.14*		

TOTAL CAPACITY UTILIZATION **.55** **.48**

100. Saticoy & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11	140	.09*
NBT	1	1600	200	.13*	150	.09
NBR	1	1600	120	.08	80	.05
SBL	1	1600	190	.12*	100	.06
SBT	1	1600	110	.07	150	.09*
SBR	1	1600	260	.16	160	.10
EBL	1	1600	110	.07*	170	.11*
EBT	2	3200	220	.07	650	.20
EBR	1	1600	100	.06	180	.11
WBL	1	1600	80	.05	110	.07
WBT	2	3200	330	.14*	470	.17*
WBR	0	0	130		60	

TOTAL CAPACITY UTILIZATION **.46** **.46**

101. Saticoy & Telegraph

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	170		80	
NBT	1	1600	70	.18*	60	.11*
NBR	0	0	50		30	
SBL	0	0	10		20	
SBT	1	1600	70	.09*	30	.04*
SBR	0	0	60		20	
EBL	1	1600	20	.01	20	.01
EBT	1	1600	190	.17*	410	.35*
EBR	0	0	80		150	
WBL	1	1600	50	.03*	30	.02*
WBT	1	1600	270	.17	280	.18
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.47** **.52**

102. Wells & Telegraph

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	250	.16*
NBT	1	1600	120	.08	290	.18
NBR	1	1600	60	.04	260	.16
SBL	1	1600	10	.01	10	.01
SBT	1	1600	270	.17*	200	.13*
SBR	1	1600	50	.03	30	.02
EBL	1	1600	20	.01	50	.03
EBT	1	1600	50	.17*	190	.25*
EBR	0	0	220		210	
WBL	1	1600	310	.19*	130	.08*
WBT	1	1600	150	.10	100	.08
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.63** **.62**

104. Wells & SR 126 EB Ramps

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	890	.19	1420	.30
NBR	f		590		1580	
SBL	0	0	0		0	
SBT	3	4800	2680	.56*	1730	.36*
SBR	f		80		50	
EBL	1	1600	100	.06*	330	.21*
EBT	0	0	0		0	
EBR	1	1600	170	.11	620	.39
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.05*	EBR	.18*

TOTAL CAPACITY UTILIZATION **.67** **.75**

105. Wells & Darling

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1280	.27	2840	.59*
NBR	d	1600	70	.04	170	.11
SBL	1	1600	130	.08	350	.22*
SBT	3	4800	2440	.51*	1840	.38
SBR	d	1600	10	.01	20	.01
EBL	0	0	80		40	
EBT	1	1600	30	.13*	40	.08*
EBR	0	0	100		40	
WBL	1	1600	60	.04*	280	.18*
WBT	1	1600	30	.06	40	.15
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.70** **1.07**

106. Wells & Telephone

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	420	.13
NBT	3	4800	1260	.26	2910	.62*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	2530	.53*	1940	.40
SBR	1	1600	130	.08	410	.26
EBL	1.5		160	{.05}*	240	{.08}*
EBT	0.5	3200	0	.05	0	.08
EBR	2	3200	550	.17	540	.17
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.03*		

TOTAL CAPACITY UTILIZATION **.73** **.73**

114. California & Thompson

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40		40	
NBT	0.5	3200	10	.02*	30	.02*
NBR	1	1600	60	.04	70	.04
SBL	1.5		120		180	
SBT	1.5	4800	100	.05*	150	.07*
SBR	0		10		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	900	.33*	990	.34*
EBR	0	0	160		110	
WBL	1	1600	60	.04*	80	.05*
WBT	2	3200	330	.11	440	.15
WBR	0	0	10		50	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.44** **.48**

115. Chestnut & Thompson

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	30	.02	110	.07
SBT	1	1600	280	.18*	300	.21*
SBR	0	0	10		30	
EBL	1	1600	20	.01	10	.01
EBT	2	3200	600	.19*	700	.22*
EBR	f		400		570	
WBL	1	1600	210	.13*	180	.11*
WBT	2	3200	470	.16	670	.23
WBR	0	0	30		70	

TOTAL CAPACITY UTILIZATION **.51** **.55**

120. Ventura & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	1	1600	330	.21	720	.45*
NBR	1	1600	20	.01	40	.03
SBL	1	1600	90	.06	80	.05*
SBT	1	1600	430	.27*	450	.28
SBR	1	1600	70	.04	40	.03
EBL	1	1600	30	.02	160	.10*
EBT	1	1600	200	.13*	370	.23
EBR	d	1600	40	.03	50	.03
WBL	1	1600	10	.01*	20	.01
WBT	1	1600	100	.06	250	.16*
WBR	1	1600	160	.10	130	.08

TOTAL CAPACITY UTILIZATION **.43** **.76**

132. Ventura & Stanley

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	250	.16*	340	.21*
NBT	1	1600	290	.18	390	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	480	.30*	410	.26*
SBR	1	1600	510	.32	320	.20
EBL	1	1600	350	.22*	580	.36*
EBT	0	0	0		0	
EBR	1	1600	260	.16	160	.10
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.68** **.83**

136. US 101 SB Ramps & Valentine

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		380	.12*	460	.14*
SBT	0	4800	0		0	
SBR	1.5		100	.06	20	
EBL	1	1600	100	.06*	480	.30*
EBT	2	3200	200	.06	740	.23
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	980	.31*	400	.13*
WBR	f		820		900	

TOTAL CAPACITY UTILIZATION **.49** **.57**

138. Johnson & US 101 SB Ramps

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	690	.43*
NBT	1	1600	130	.08	490	.31
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	600	.38*	380	.24*
SBR	f		1500		1610	
EBL	1	1600	120	.08*	260	.16*
EBT	0	0	0		0	
EBR	1	1600	120	.08	90	.06
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.57** **.83**

160. Victoria & US 101 NB Ramps

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	530	.17*	540	.17*
NBT	3	4800	1390	.29	1900	.40
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2690	.42*	2220	.35*
SBR	1	1600	130	.08	350	.22
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	710	.22*	490	.15*
WBT	0	0	0		0	
WBR	3	4800	920	.19	1160	.24

TOTAL CAPACITY UTILIZATION **.81** **.67**

161. Victoria & Valentine

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	200	.06*
NBT	3	4800	1640	.35	2090	.45
NBR	0	0	20		50	
SBL	1	1600	40	.03	50	.03
SBT	2	3200	1640	.51*	1490	.47*
SBR	f		1670		1180	
EBL	2.5		340		730	
EBT	0.5	4800	40	.08*	20	.16*
EBR	1	1600	250	.16	450	.28
WBL	0	0	10		20	
WBT	1	1600	10	.01*	30	.03*
WBR	1	1600	80	.05	100	.06

Right Turn Adjustment EBR .06*
Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

TOTAL CAPACITY UTILIZATION **.68** **.78**

162. California & Harbor

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	240	.15*	310	.19*
SBT	0	0	0		0	
SBR	1	1600	40	.03	60	.04
EBL	1	1600	20	.01	80	.05*
EBT	1	1600	230	.14*	250	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	160	.07	230	.11*
WBR	0	0	50		130	

TOTAL CAPACITY UTILIZATION **.29** **.35**

163. Santa Clara & Main

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	260	.08	230	.07
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	360	.12*	490	.16*
EBR	0	0	10		10	
WBL	1	1600	150	.09*	170	.11*
WBT	2	3200	370	.13	500	.17
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.26** **.31**

164. Seaward & Poli

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	160		170	
NBT	1	1600	0	.18*	0	.21*
NBR	0	0	130		160	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	140	.09*	370	.23*
EBR	d	1600	80	.05	130	.08
WBL	1	1600	230	.14*	100	.06*
WBT	1	1600	170	.11	300	.19
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.41** **.50**

165. Seaward & Harbor

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	70	.04
NBT	2	3200	360	.13*	310	.12*
NBR	0	0	40		60	
SBL	2	3200	570	.18*	600	.19*
SBT	2	3200	190	.06	310	.10
SBR	1	1600	310	.19	430	.27
EBL	2	3200	450	.14*	370	.12
EBT	2	3200	600	.19	1190	.39*
EBR	0	0	20		60	
WBL	1	1600	20	.01	30	.02*
WBT	2	3200	270	.08*	470	.15
WBR	2	3200	920	.29	1170	.37
Right Turn Adjustment			WBR	.07*		

TOTAL CAPACITY UTILIZATION **.60** **.72**

166. College & Telegraph

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.07*	0	.06*
NBR	0	0	70		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	580	.20*	890	.30*
EBR	0	0	60		70	
WBL	1	1600	110	.07*	50	.03*
WBT	2	3200	680	.21	660	.21
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.39**

168. Day & Foothill

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	220	.14*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	270	.17
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	450	.41*	480	.44*
EBR	0	0	200		220	
WBL	1	1600	250	.16*	220	.14*
WBT	1	1600	410	.31	430	.30
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.74** **.76**

169. Kimball & Foothill

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	290	.18*	110	.07*
NBT	0	0	0		0	
NBR	1	1600	20	.01	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	210	.26	390	.36*
EBR	0	0	210		190	
WBL	1	1600	70	.04	20	.01*
WBT	1	1600	520	.33*	200	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.44**

170. Petit & Foothill

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		10	
NBT	1	1600	0	.03*	0	.03*
NBR	0	0	10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	160	.10	230	.14*
EBR	1	1600	40	.03	20	.01
WBL	0	0	10		10	{.01}*
WBT	1	1600	480	.31*	190	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.18**

171. Saticoy & Foothill

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	100		50	
NBT	1	1600	0	.08*	0	.04*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	140	.12	310	.25*
EBR	0	0	50		90	
WBL	0	0	20		20	{.01}*
WBT	1	1600	430	.28*	180	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.36** **.30**

172. Wells & Foothill

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	130	.08*
NBT	0	0	10		10	
NBR	1	1600	40	.03	80	.05
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	60	.04	210	.14*
EBR	1	1600	100	.06	120	.08
WBL	0	0	70		30	{.02}*
WBT	1	1600	300	.24*	60	.06
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.33** **.26**

173. Victoria & SR 126 WB Ramps

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1220	.30	2140	.52*
NBR	0	0	230		360	
SBL	0	0	0		0	
SBT	3	4800	2000	.46*	1520	.34
SBR	0	0	190		90	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	610	.38	410	.26
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	210	.13	150	.09
Right Turn Adjustment			Multi	.39*	Multi	.21*

TOTAL CAPACITY UTILIZATION **.85** **.73**

174. Petit & Telegraph

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	50	.03*
NBT	1	1600	20	.01	10	.01
NBR	1	1600	10	.01	20	.01
SBL	1	1600	30	.02	20	.01
SBT	1	1600	20	.03*	20	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	270	.08	600	.19
EBR	1	1600	50	.03	90	.06
WBL	1	1600	10	.01	10	.01
WBT	1	1600	520	.33*	330	.21*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.41** **.28**

175. Ventura & North Bank

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	80		40	
SBT	1	1600	0	.10*	0	.11*
SBR	0	0	80		130	
EBL	1	1600	180	.11*	540	.34
EBT	2	3200	910	.28	2490	.78*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	340	.21*	360	.23
WBR	1	1600	50	.03	30	.02

TOTAL CAPACITY UTILIZATION **.42** **.89**

176. Saticoy & Darling

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1600	150	.10	230	.15*
NBR	1	1600	110	.07	20	.01
SBL	0	0	60		10	{.01}*
SBT	1	1600	240	.19*	190	.13
SBR	1	1600	80	.05	90	.06
EBL	0	0	60		60	
EBT	1	1600	70	.11*	60	.10*
EBR	0	0	40		40	
WBL	0	0	70	{.04}*	50	{.03}*
WBT	1	1600	20	.08	70	.08
WBR	0	0	30		10	

TOTAL CAPACITY UTILIZATION **.35** **.29**

177. Wells & SR 126 WB Ramps

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	520	.16	1370	.43*
NBR	f		440		380	
SBL	0	0	0		0	
SBT	2	3200	1050	.33*	750	.23
SBR	f		420		200	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1700		1030	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	180	.11	100	.06
Right Turn Adjustment					WBR	.06*

TOTAL CAPACITY UTILIZATION **.33** **.49**

178. SR-33 Ramps & Stanley

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	630	.39	740	.46
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	350	.22	240	.15
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	570	.36*	780	.49*
WBR	f		210		250	
Right Turn Adjustment			NBR	.28*	NBR	.20*

TOTAL CAPACITY UTILIZATION **.64** **.69**

179. SR-33 Ramps & Shell

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	840		850	
SBT	1	1600	0	.53*	0	.54*
SBR	0	0	10		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	150	.10	100	.07
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	860	.59*	760	.56*
WBR	0	0	80		140	

TOTAL CAPACITY UTILIZATION **1.13** **1.11**

180. Estates & Telegraph

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	60	.04
NBT	1	1600	10	.05	10	.07*
NBR	0	0	70		100	
SBL	0	0	10		10	{.01}*
SBT	1	1600	10	.02*	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	2	3200	540	.17	810	.25*
EBR	d	1600	60	.04	60	.04
WBL	1	1600	40	.03	90	.06*
WBT	2	3200	640	.20*	810	.25
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.28** **.39**

181. Ventura & Ramona

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	50	.03
NBT	1	1600	370	.24	660	.43*
NBR	0	0	20		20	
SBL	1	1600	90	.06	70	.04*
SBT	1	1600	440	.29*	520	.35
SBR	0	0	20		40	
EBL	0	0	20		30	
EBT	1	1600	30	.04*	40	.06*
EBR	0	0	10		20	
WBL	0	0	10	{.01}*	10	{.01}*
WBT	1	1600	20	.03	40	.04
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.36** **.54**

182. Olive & Main St

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	700	.44*	570	.36*
SBT	1	1600	20	.06	30	.08
SBR	0	0	80		90	
EBL	0	0	90	{.06}*	280	
EBT	1	1600	80	.11	220	.31*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	180	.12*	160	.11
WBR	1	1600	200	.13	520	.33

TOTAL CAPACITY UTILIZATION **.63** **.69**

190. Petit Av & North Bank Dr

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	40	.03*	70	.04*
SBT	0	0	0		0	
SBR	1	1600	260	.16	240	.15
EBL	1	1600	60	.04*	290	.18*
EBT	2	3200	60	.02	140	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	110	.03*	80	.03*
WBR	d	1600	70	.04	40	.03
Right Turn Adjustment			SBR	.10*		
TOTAL CAPACITY UTILIZATION				**.20**		**.25**

191. Saticoy Av & North Bank Dr

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	30	.03	20	.02
NBR	0	0	20		10	
SBL	1	1600	20	.01	50	.03
SBT	1	1600	10	.03*	30	.04*
SBR	0	0	30		30	
EBL	1	1600	20	.01	40	.03*
EBT	2	3200	100	.03*	80	.03
EBR	d	1600	0	.00	10	.01
WBL	1	1600	0	.00	10	.01
WBT	2	3200	40	.01	80	.03*
WBR	d	1600	60	.04	150	.09
Right Turn Adjustment			WBR	.01*	WBR	.04*
TOTAL CAPACITY UTILIZATION				**.08**		**.15**

192. Los Angeles Av & North Bank

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	190	.12
NBT	3	4800	1440	.30	3120	.65*
NBR	d	1600	20	.01	60	.04
SBL	1	1600	120	.08	170	.11*
SBT	3	4800	2820	.59*	2240	.47
SBR	d	1600	150	.09	80	.05
EBL	1	1600	50	.03*	110	.07*
EBT	1	1600	10	.01	20	.01
EBR	1	1600	140	.09	160	.10
WBL	1	1600	50	.03	60	.04
WBT	1	1600	10	.01*	20	.01*
WBR	1	1600	100	.06	170	.11
Right Turn Adjustment			EBR	.03*	WBR	.02*
TOTAL CAPACITY UTILIZATION				**.72**		**.86**

193. Saticoy Av & A St

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	240	.15*	140	.09
NBR	1	1600	10	.01	30	.02
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	210	.13	190	.12*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	20	.01*	10	.01*
WBT	0	0	0		0	
WBR	1	1600	20	.01	10	.01
TOTAL CAPACITY UTILIZATION				**.17**		**.13**

194. Wells Rd & A St

2025 Scenario 5 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	140	.09
NBT	2	3200	380	.13	860	.32*
NBR	0	0	50		170	
SBL	1	1600	10	.01	40	.03*
SBT	2	3200	810	.26*	590	.19
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	1	1600	10	.01*	10	.01*
EBR	1	1600	120	.08	60	.04
WBL	1	1600	150	.09*	80	.05*
WBT	1	1600	10	.03	10	.01
WBR	0	0	40		10	
Right Turn Adjustment			EBR	.05*		
TOTAL CAPACITY UTILIZATION				**.43**		**.41**

NON-COMMITTED IMPROVEMENTS

105. Wells & Darling

2025 Scenario 5 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1280	.27	2840	.59*
NBR	d	1600	70	.04	170	.11
SBL	2	3200	130	.04	350	.11*
SBT	3	4800	2440	.51*	1840	.38
SBR	d	1600	10	.01	20	.01
EBL	1	1600	80	.05*	40	.03*
EBT	1	1600	30	.08	40	.05
EBR	0	0	100		40	
WBL	2	3200	60	.02	280	.09
WBT	1	1600	30	.06*	40	.15*
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.64** **.88**

179. SR-33 Ramps & Shell

2025 Scenario 5 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	840	.52*	850	.53*
SBT	0	0	0		0	
SBR	1	1600	10	.01	20	.01
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	150	.10	100	.07
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	860	.27*	760	.24*
WBR	1	1600	80	.05	140	.09

TOTAL CAPACITY UTILIZATION **.80** **.78**

SCENARIO 5
(ALTERNATIVE NETWORK)

1. Victoria & Foothill

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	240	.15*
NBT	1	1600	20	.01	70	.04
NBR	1	1600	190	.12	320	.20
SBL	1	1600	10	.01	10	.01
SBT	1	1600	60	.04*	20	.01*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01*	180	.11
EBT	1	1600	290	.18	460	.29*
EBR	1	1600	220	.14	20	.01
WBL	2	3200	450	.14	240	.08*
WBT	1	1600	560	.35*	330	.21
WBR	d	1600	10	.01	20	.01

TOTAL CAPACITY UTILIZATION **.49** **.53**

2. Victoria & Loma Vista

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	260	.16*
NBT	2	3200	270	.08	530	.17
NBR	d	1600	20	.01	40	.03
SBL	1	1600	20	.01	20	.01
SBT	2	3200	530	.17*	280	.09*
SBR	d	1600	110	.07	20	.01
EBL	0	0	70		20	
EBT	1	1600	40	.25*	30	.24*
EBR	0	0	290		330	
WBL	0	0	70	{.04}*	30	{.02}*
WBT	1	1600	40	.11	30	.05
WBR	0	0	60		20	

TOTAL CAPACITY UTILIZATION **.57** **.51**

3. Victoria & Telegraph

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21*	1150	.36*
NBT	2	3200	540	.17	880	.28
NBR	1	1600	140	.09	210	.13
SBL	1	1600	160	.10	210	.13
SBT	3	4800	730	.15*	540	.11*
SBR	d	1600	40	.03	20	.01
EBL	1	1600	60	.04	40	.03
EBT	1.5	4800	350	{.16}*	710	{.22}*
EBR	1.5		670		780	{.22}
WBL	2	3200	330	.10*	230	.07*
WBT	2	3200	580	.18	330	.10
WBR	d	1600	50	.03	60	.04

TOTAL CAPACITY UTILIZATION **.62** **.76**

4. Victoria & Woodland

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	60	.04
NBT	3	4800	1400	.31	2090	.46*
NBR	0	0	80		130	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	1800	.38*	1570	.33
SBR	0	0	30		10	
EBL	0	0	10		20	
EBT	1	1600	10	.10*	10	.04*
EBR	0	0	140		30	
WBL	1.5		260		90	
WBT	0.5	3200	10	.09*	10	.04*
WBR	0		20		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.55**

5. Victoria & SR 126 SB Ramps

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1360	.22	2570	.41*
NBR	0	0	50		40	
SBL	0	0	0		0	
SBT	4	6400	2440	.39*	1810	.30
SBR	0	0	70		90	
EBL	1.5		230		160	
EBT	0.5	3200	190	.13*	130	.09*
EBR	1	1600	250	.16	240	.15
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	260	.16	560	.35
Right Turn Adjustment			Multi	.06*	WBR	.35*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.58** **.85**

6. Victoria & Thille

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	60	.04
NBT	4	6400	1300	.27	2360	.38*
NBR	0	0	450	.28	60	
SBL	1	1600	170	.11	40	.03*
SBT	4	6400	2080	.38*	1820	.32
SBR	0	0	350		220	
EBL	1.5		240		340	
EBT	0.5	3200	30	.08*	10	.11*
EBR	1	1600	120	.08	200	.13
WBL	1	1600	30	.02	110	.07
WBT	1	1600	10	.02*	70	.09*
WBR	0	0	20		80	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.51** **.61**

7. Victoria & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	320	.10
NBT	4	6400	1290	.24	1510	.26*
NBR	0	0	270		160	
SBL	2	3200	360	.11	350	.11*
SBT	4	6400	1680	.26*	1350	.21
SBR	1	1600	310	.19	370	.23
EBL	2	3200	320	.10*	660	.21*
EBT	3	4800	330	.08	860	.20
EBR	0	0	70		110	
WBL	2	3200	230	.07	280	.09
WBT	3	4800	720	.15*	610	.13*
WBR	1	1600	170	.11	320	.20

TOTAL CAPACITY UTILIZATION **.61** **.71**

8. Victoria & Ralston

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	250	.16*	410	.26*
NBT	4	6400	1470	.24	1840	.33
NBR	0	0	70		270	
SBL	1	1600	100	.06	190	.12
SBT	4	6400	1740	.29*	1790	.30*
SBR	0	0	110		110	
EBL	1	1600	40	.03	130	.08
EBT	1	1600	110	.07*	240	.15*
EBR	1	1600	230	.14	320	.20
WBL	1	1600	300	.19*	170	.11*
WBT	1	1600	240	.15	120	.08
WBR	1	1600	170	.11	120	.08

TOTAL CAPACITY UTILIZATION **.71** **.82**

10. Victoria & Moon

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	190	.12
NBT	4	6400	1840	.30	2150	.40*
NBR	0	0	110		410	
SBL	1	1600	40	.03	110	.07*
SBT	4	6400	1930	.30*	1870	.33
SBR	0	0	20		260	
EBL	1	1600	30	.02	70	.04
EBT	1	1600	70	.04*	80	.05*
EBR	1	1600	30	.02	180	.11
WBL	1	1600	320	.20*	150	.09*
WBT	1	1600	110	.07	50	.03
WBR	1	1600	70	.04	50	.03

TOTAL CAPACITY UTILIZATION **.57** **.61**

14. Hill & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		20	
NBT	1	1600	100	.10*	50	.13*
NBR	0	0	10		130	
SBL	1	1600	50	.03*	250	.16*
SBT	1	1600	30	.02	70	.04
SBR	1	1600	60	.04	240	.15
EBL	1	1600	170	.11*	100	.06
EBT	3	4800	500	.11	1220	.29*
EBR	0	0	50		180	
WBL	1	1600	130	.08	30	.02*
WBT	3	4800	1120	.29*	690	.16
WBR	0	0	290		70	

TOTAL CAPACITY UTILIZATION **.53** **.60**

15. Johnson & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	330	.10*	190	.06
NBT	2	3200	170	.11	220	.14*
NBR	0	0	230	.14	240	.15
SBL	1	1600	40	.03	100	.06*
SBT	2	3200	170	.05*	200	.06
SBR	d	1600	40	.03	40	.03
EBL	1	1600	50	.03*	30	.02
EBT	3	4800	210	.07	1040	.31*
EBR	0	0	180	.11	470	
WBL	1	1600	170	.11	350	.22*
WBT	3	4800	1360	.30*	520	.12
WBR	0	0	60		50	

TOTAL CAPACITY UTILIZATION **.48** **.73**

18. Seaward & US 101 NB Ramps

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	580	.18*	590	.18*
NBT	2	3200	890	.28	930	.29
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	740	.23*	940	.29*
SBR	1	1600	220	.14	250	.16
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	380	.12*	370	.12*
WBT	0	0	0		0	
WBR	2	3200	360	.11	440	.14

TOTAL CAPACITY UTILIZATION **.53** **.59**

19. Monmouth/US 101 SB & Harbor

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	30	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		640		1060	
SBT	0.5	3200	30	.21*	70	.37*
SBR	0		10		50	
EBL	1	1600	120	.08*	170	.11*
EBT	2	3200	400	.13	410	.14
EBR	0	0	20		40	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	370	.23*	590	.37*
WBR	1	1600	310	.19	290	.18

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.55** **.88**

20. Harbor & Olivas Park

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	140	.09*
NBT	2	3200	950	.30*	1100	.34
NBR	1	1600	390	.24	190	.12
SBL	2	3200	190	.06*	160	.05
SBT	2	3200	740	.23	1210	.38*
SBR	1	1600	130	.08	120	.08
EBL	1	1600	70	.04*	170	.11
EBT	2	3200	140	.04	210	.07*
EBR	d	1600	70	.04	130	.08
WBL	1	1600	40	.03	410	.26*
WBT	2	3200	110	.03*	140	.04
WBR	f		50		380	

TOTAL CAPACITY UTILIZATION **.43** **.80**

23. Mills & Loma Vista

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370	{.14}*	280	{.09}*
NBT	0.5	3200	70	.14	20	.09
NBR	1	1600	40	.03	60	.04
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01*	10	.01
EBT	2	3200	340	.11	630	.20*
EBR	d	1600	310	.19	520	.33
WBL	1	1600	60	.04	70	.04*
WBT	2	3200	440	.14*	370	.12
WBR	d	1600	60	.04	20	.01

Right Turn Adjustment EBR .06*

TOTAL CAPACITY UTILIZATION **.33** **.42**

24. Mills & Telegraph

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	150	.09*
NBT	1	1600	400	.25*	240	.15
NBR	1	1600	200	.13	370	.23
SBL	1	1600	60	.04*	130	.08
SBT	2	3200	360	.11	460	.14*
SBR	1	1600	10	.01	20	.01
EBL	1	1600	30	.02	20	.01
EBT	2	3200	350	.11*	550	.17*
EBR	1	1600	80	.05	140	.09
WBL	2	3200	270	.08*	220	.07*
WBT	2	3200	390	.14	440	.16
WBR	0	0	70		60	

Right Turn Adjustment NBR .03*

TOTAL CAPACITY UTILIZATION **.48** **.50**

25. Mills & Maple

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05
NBT	2	3200	970	.33*	810	.29*
NBR	0	0	90		110	
SBL	1	1600	50	.03*	110	.07*
SBT	2	3200	720	.24	880	.29
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	220		210	
WBT	1	1600	20	.15*	20	.14*
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.51** **.50**

26. Mills & Dean

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	150	.09*
NBT	2	3200	1180	.37*	920	.29
NBR	1	1600	290	.18	360	.23
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	810	.26	930	.30*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	30	.02*
EBR	1	1600	20	.01	230	.14
WBL	2	3200	410	.13*	250	.08*
WBT	1	1600	50	.05	50	.06
WBR	0	0	30		40	
Right Turn Adjustment					EBR	.05*

TOTAL CAPACITY UTILIZATION **.53** **.54**

27. Mills & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30		30	
NBT	1	1600	70	.06*	80	.07*
NBR	1	1600	350	.22	230	.14
SBL	2.5		1200		1310	
SBT	0.5	4800	80	.28*	90	.30*
SBR	0		40		20	
EBL	2	3200	110	.03*	90	.03*
EBT	4	6400	1050	.16	1110	.17
EBR	1	1600	20	.01	30	.02
WBL	2	3200	170	.05	360	.11
WBT	3	4800	1120	.23*	1420	.30*
WBR	2	3200	1410	.44	1380	.43
Right Turn Adjustment			NBR	.08*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.68** **.70**

28. US 101 NB Ramps & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	580	.18*	320	.10*
SBT	0	0	0		0	
SBR	3	4800	1680	.35	1370	.29
EBL	0	0	0		0	
EBT	3	4800	2260	.47*	2510	.52*
EBR	f		320		160	
WBL	2	3200	410	.13*	530	.17*
WBT	3	4800	1020	.21	1780	.37
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.78** **.79**

29. SR 126 EB Ramps & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	270	.08	420	.13*
EBT	3	4800	2530	.53*	2680	.56
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1240	.26	2370	.49*
WBR	f		130		310	

TOTAL CAPACITY UTILIZATION **.53** **.62**

30. Callens & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180	{.06}*	630	{.20}*
NBT	0.5	3200	10	.06	10	.20
NBR	1	1600	40	.03	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	4	6400	2230	.35*	2410	.38*
EBR	d	1600	290	.18	250	.16
WBL	2	3200	90	.03*	180	.06*
WBT	3	4800	1200	.25	2020	.42
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.46** **.66**

31. Donlon & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		160		560	
NBT	0	3200	0	.06*	0	.23*
NBR	0.5		30		170	
SBL	1.5		390		360	
SBT	0.5	3200	140	.17*	90	.14*
SBR	1	1600	180	.11	220	.14
EBL	0	0	0		0	
EBT	4	6400	1920	.30*	2410	.38*
EBR	d	1600	220	.14	200	.13
WBL	2	3200	100	.03*	250	.08*
WBT	3	4800	1060	.22	1580	.33
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.83**

32. Telephone & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08	700	.22
NBT	2	3200	250	.08*	1050	.33*
NBR	1	1600	70	.04	280	.18
SBL	1.5		240	.15	470	
SBT	1.5	4800	1000	.31*	700	.24*
SBR	f		730		940	
EBL	2	3200	440	.14	750	.23
EBT	3	4800	1090	.23*	1450	.30*
EBR	f		400		460	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.87**

33. US 101 NB Ramps & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		680		530	
NBT	0.5	3200	30	.22*	80	.19*
NBR	1	1600	260	.16	410	.26
SBL	0.5		40		10	
SBT	0	3200	0	.12*	0	{.01}*
SBR	1.5		340		230	
EBL	1	1600	20	.01*	290	.18*
EBT	3	4800	700	.15	1890	.39
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	990	.21*	1360	.29*
WBR	0	0	10		10	
Right Turn Adjustment					NBR	.01*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.68**

34. Portola & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	290	.09*
NBT	1	1600	10	.01	40	.03
NBR	1	1600	10	.01	70	.04
SBL	1	1600	30	.02	30	.02
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	120	.08	70	.04
EBL	1	1600	40	.03*	170	.11
EBT	3	4800	600	.13	1700	.35*
EBR	d	1600	200	.13	290	.18
WBL	1	1600	20	.01	70	.04*
WBT	3	4800	850	.18*	880	.19
WBR	0	0	20		40	
Right Turn Adjustment				SBR	.05*	

TOTAL CAPACITY UTILIZATION **.35** **.49**

35. Saratoga & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	30	.02
NBT	1	1600	10	.08*	60	.14*
NBR	0	0	110		170	
SBL	1	1600	30	.02*	40	.03*
SBT	1	1600	30	.02	30	.02
SBR	1	1600	30	.02	10	.01
EBL	1	1600	20	.01*	10	.01
EBT	3	4800	590	.12	1560	.33*
EBR	d	1600	80	.05	170	.11
WBL	1	1600	50	.03	90	.06*
WBT	3	4800	910	.19*	940	.20
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION **.30** **.56**

38. Telephone & Market

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09	170	.11
NBT	3	4800	550	.11*	890	.19*
NBR	d	1600	90	.06	100	.06
SBL	1	1600	480	.30*	160	.10*
SBT	3	4800	280	.06	690	.14
SBR	d	1600	180	.11	160	.10
EBL	1	1600	50	.03	210	.13*
EBT	1	1600	270	.17*	250	.16
EBR	1	1600	170	.11	290	.18
WBL	1	1600	50	.03*	170	.11
WBT	1	1600	130	.08	380	.24*
WBR	1	1600	110	.07	610	.38
Right Turn Adjustment					WBR	.06*

TOTAL CAPACITY UTILIZATION **.61** **.72**

42. Telephone & McGrath

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	230	.14*
NBT	3	4800	680	.14	920	.19
NBR	d	1600	270	.17	100	.06
SBL	1	1600	70	.04	70	.04
SBT	2	3200	320	.10*	1050	.33*
SBR	1	1600	60	.04	50	.03
EBL	1	1600	20	.01	70	.04
EBT	1	1600	70	.04*	30	.02*
EBR	1	1600	120	.08	330	.21
WBL	1	1600	60	.04*	290	.18*
WBT	1	1600	30	.02	90	.06
WBR	1	1600	70	.04	160	.10
Right Turn Adjustment					EBR	.08*

TOTAL CAPACITY UTILIZATION **.29** **.75**

45. Catalina & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	1	1600	30	.03*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	250	.08*	70	.02*
SBT	1	1600	20	.04	10	.01
SBR	0	0	50		10	
EBL	0.5		30		20	{.01}*
EBT	1.5	3200	780	.26*	770	.25
EBR	0		10		10	
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	530	.22	790	.28*
WBR	0	0	180		120	

TOTAL CAPACITY UTILIZATION **.38** **.33**

46. Seaward & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03*	180	.11*
NBT	1	1600	150	.09	170	.11
NBR	1	1600	320	.20	270	.17
SBL	1	1600	30	.02	70	.04
SBT	1	1600	150	.09*	90	.06*
SBR	1	1600	190	.12	90	.06
EBL	1	1600	110	.07	90	.06
EBT	2	3200	760	.24*	680	.21*
EBR	1	1600	140	.09	110	.07
WBL	0.5		90		160	
WBT	1.5	3200	530	.20*	710	.30*
WBR	0		30		80	
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.56** **.68**

47. Main & Loma Vista

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	340	.11*	450	.14*
NBR	f		40		180	
SBL	1	1600	600	.38*	400	.25*
SBT	2	3200	610	.19	640	.21
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	50	{.03}*	120	{.08}*
WBT	1	1600	30	.05	40	.10
WBR	2	3200	370	.12	480	.15

TOTAL CAPACITY UTILIZATION **.56** **.52**

49. Main & Telegraph

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290		610	
NBT	1.5	4800	560	.18*	710	.28*
NBR	f		180		80	
SBL	1.5		190	.12	280	.18
SBT	1.5	4800	490	.17*	710	.23*
SBR	0		40		40	
EBL	0	0	0		0	
EBT	2	3200	330	.10	430	.13
EBR	f		670		620	
WBL	0	0	0		0	
WBT	1.5	4800	330	.10*	510	.16*
WBR	1.5		120		190	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .45 .67

50. Emma & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	80	.05	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1040	.33*	1210	.38*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	60	.04*	90	.06*
WBT	3	4800	960	.20	1490	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .41 .46

51. Lemon Grove & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		50	
NBT	1.5	3200	20	.03*	20	.03*
NBR	0		100	.06	40	
SBL	1.5		30		70	
SBT	0.5	3200	10	.01*	10	.03*
SBR	1	1600	70	.04	70	.04
EBL	1	1600	40	.03	60	.04
EBT	2	3200	1060	.33*	1120	.35*
EBR	d	1600	60	.04	80	.05
WBL	1	1600	30	.02*	30	.02*
WBT	3	4800	940	.21	1330	.29
WBR	0	0	50		50	

Right Turn Adjustment NBR .01*
Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .40 .43

53. Kimball & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	80		10	
NBT	0	0	120		1030	
NBR	0	0	10		10	
SBL	2	3200	240	.08*	460	.14*
SBT	0	0	530		100	
SBR	2	3200	870	.27	600	.19
EBL	2	3200	190	.06*	210	.07
EBT	3	4800	320	.07	1060	.23*
EBR	0	0	10		30	
WBL	0	0	220		110	{.07}*
WBT	2	3200	670	.28*	590	.22
WBR	1	1600	620	.39	290	.18

Right Turn Adjustment Multi .24*

TOTAL CAPACITY UTILIZATION .66 .44

55. Kimball & SR 126 EB Ramps

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1350	.28	930	.19*
NBR	f		110		550	
SBL	1	1600	20	.01	30	.02*
SBT	3	4800	1630	.34*	880	.18
SBR	0	0	0		0	
EBL	2	3200	120	.04*	380	.12*
EBT	0	0	10		0	
EBR	f		240		550	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .38 .33

56. Kimball & SR 126 WB Ramps

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	600	.19*	260	.08*
NBT	3	4800	810	.17	830	.17
NBR	d	1600	60	.04	220	.14
SBL	1	1600	10	.01	10	.01
SBT	3	4800	730	.15*	560	.12*
SBR	d	1600	170	.11	100	.06
EBL	1.5		40		30	
EBT	0.5	3200	10	.02*	10	.01*
EBR	1	1600	740	.46	230	.14
WBL	0	0	180		120	
WBT	1	1600	130	.19*	70	.12*
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment			EBR	.30*	EBR	.07*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .85 .40

58. Kimball & Telegraph

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	150	.05*	90	.03
NBT	2	3200	90	.03	190	.06*
NBR	1	1600	80	.05	190	.12
SBL	1	1600	30	.02	60	.04*
SBT	2	3200	180	.06*	180	.06
SBR	1	1600	30	.02	30	.02
EBL	1	1600	20	.01*	30	.02
EBT	2	3200	180	.06	560	.18*
EBR	1	1600	60	.04	220	.14
WBL	2	3200	200	.06	130	.04*
WBT	2	3200	380	.12*	310	.10
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment					NBR	.03*

TOTAL CAPACITY UTILIZATION .24 .35

60. Ramelli & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	20	.01*
NBT	1	1600	0	.00	0	.00
NBR	1	1600	40	.03	40	.03
SBL	1	1600	0	.00	0	.00
SBT	1	1600	0	.01*	10	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	3	4800	420	.09	1270	.28*
EBR	0	0	30		70	
WBL	1	1600	110	.07	120	.08*
WBT	3	4800	1470	.31*	1050	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .35 .38

61. Montgomery & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	220	.14*	90	.06*
NBT	1	1600	80	.05	10	.01
NBR	d	1600	10	.01	40	.03
SBL	1	1600	20	.01	20	.01
SBT	1	1600	40	.03*	10	.01*
SBR	1	1600	110	.07	40	.03
EBL	1	1600	10	.01*	60	.04
EBT	2	3200	590	.18	970	.30*
EBR	d	1600	30	.02	30	.02
WBL	1	1600	50	.03	30	.02*
WBT	2	3200	1130	.35*	690	.22
WBR	1	1600	10	.01	20	.01
Right Turn Adjustment			SBR	.03*		

TOTAL CAPACITY UTILIZATION **.56** **.39**

63. Petit & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	160	.10
NBT	1	1600	40	.11	50	.16*
NBR	0	0	130		210	
SBL	1	1600	40	.03	40	.03*
SBT	1	1600	80	.05*	50	.03
SBR	1	1600	120	.08	70	.04
EBL	1	1600	90	.06*	90	.06
EBT	2	3200	330	.10	770	.24*
EBR	d	1600	90	.06	240	.15
WBL	1	1600	180	.11	200	.13*
WBT	2	3200	770	.24*	540	.17
WBR	d	1600	20	.01	50	.03

TOTAL CAPACITY UTILIZATION **.46** **.56**

65. Sanjon & Thompson

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	500	.16*	510	.16*
NBT	0	0	0		0	
NBR	1	1600	190	.12	210	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	510	.25*	700	.32*
EBR	0	0	300		320	
WBL	1	1600	120	.08*	140	.09*
WBT	2	3200	530	.17	790	.25
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.49** **.57**

68. Seaward & Thompson

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08	200	.13*
NBT	2	3200	480	.15*	480	.15
NBR	d	1600	210	.13	180	.11
SBL	1	1600	80	.05*	50	.03
SBT	2	3200	350	.11	330	.10*
SBR	d	1600	60	.04	100	.06
EBL	1	1600	70	.04	90	.06
EBT	2	3200	690	.23*	780	.27*
EBR	0	0	40		90	
WBL	2	3200	190	.06*	280	.09*
WBT	2	3200	430	.13	760	.24
WBR	1	1600	30	.02	60	.04

TOTAL CAPACITY UTILIZATION **.49** **.59**

71. Sanjon & Harbor

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	160	.10*	400	.25*
SBT	0	0	0		0	
SBR	1	1600	80	.05	120	.08
EBL	1	1600	60	.04*	110	.07*
EBT	1	1600	290	.18	480	.30
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	250	.16*	600	.38*
WBR	1	1600	470	.29	260	.16
Right Turn Adjustment			WBR	.05*		
TOTAL CAPACITY UTILIZATION				**.35**		**.70**

75. Ashwood & Telegraph

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	40	.03
NBT	1	1600	50	.03*	90	.06*
NBR	d	1600	50	.03	60	.04
SBL	1	1600	70	.04*	170	.11*
SBT	1	1600	50	.03	70	.04
SBR	1	1600	140	.09	120	.08
EBL	1	1600	80	.05*	160	.10
EBT	2	3200	510	.16	830	.26*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	60	.04*
WBT	2	3200	510	.16*	580	.18
WBR	d	1600	110	.07	100	.06
Right Turn Adjustment			SBR	.01*		
TOTAL CAPACITY UTILIZATION				**.29**		**.47**

77. Day & Telegraph

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	230	.07*	340	.11*
SBT	0	0	0		0	
SBR	1	1600	80	.05	100	.06
EBL	1	1600	100	.06*	50	.03
EBT	2	3200	490	.15	900	.28*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	930	.29*	800	.25
WBR	d	1600	330	.21	240	.15
TOTAL CAPACITY UTILIZATION				**.42**		**.39**

85. Victoria & Olivas Park

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	670	.21	560	.18*
NBT	3	4800	1840	.38*	1790	.37
NBR	1	1600	540	.34	450	.28
SBL	2	3200	490	.15*	210	.07
SBT	3	4800	1490	.31	1600	.33*
SBR	f		50		80	
EBL	2	3200	120	.04	170	.05
EBT	2	3200	170	.05*	230	.07*
EBR	f		190		970	
WBL	1	1600	130	.08*	360	.23*
WBT	2	3200	50	.02	370	.12
WBR	f		120		200	
TOTAL CAPACITY UTILIZATION				**.66**		**.81**

86. Telephone & Olivas Park

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	2	3200	370	.12*	970	.30*
SBT	1	1600	10	.01	10	.01
SBR	d	1600	150	.09	670	.42
EBL	2	3200	490	.15*	390	.12*
EBT	2	3200	210	.07	280	.09
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	2	3200	180	.06*	270	.08*
WBR	1	1600	570	.36	720	.45
Right Turn Adjustment			WBR	.21*	Multi	.16*

TOTAL CAPACITY UTILIZATION **.56** **.68**

91. Johnson & Ralston

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	140	.09*
NBT	2	3200	520	.16	620	.19
NBR	d	1600	10	.01	250	.16
SBL	1	1600	30	.02	60	.04
SBT	2	3200	570	.18*	910	.28*
SBR	d	1600	90	.06	50	.03
EBL	1	1600	50	.03*	80	.05
EBT	1	1600	60	.04	300	.19*
EBR	d	1600	110	.07	240	.15
WBL	1	1600	220	.14	70	.04*
WBT	1	1600	350	.22*	140	.09
WBR	d	1600	100	.06	30	.02

TOTAL CAPACITY UTILIZATION **.49** **.60**

92. Johnson & Bristol

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	70	.04*
NBT	2	3200	520	.16	820	.26
NBR	f		190		1330	
SBL	1	1600	10	.01	10	.01
SBT	2	3200	840	.27*	1150	.37*
SBR	0	0	10		20	
EBL	1	1600	10	.01	30	.02
EBT	1	1600	10	.01*	220	.14*
EBR	1	1600	130	.08	200	.13
WBL	2	3200	1180	.37*	450	.14*
WBT	1	1600	230	.14	130	.08
WBR	d	1600	10	.01	20	.01
Right Turn Adjustment			EBR	.05*		

TOTAL CAPACITY UTILIZATION **.72** **.69**

94. Johnson & North Bank

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	60	.04*
NBT	3	4800	160	.03	520	.11
NBR	d	1600	20	.01	180	.11
SBL	1	1600	10	.01	70	.04
SBT	3	4800	1580	.38*	1400	.33*
SBR	0	0	230		170	
EBL	2.5		450	.09*	1790	.37*
EBT	1.5	6400	70	.04	340	.21
EBR	1	1600	420	.26	310	.19
WBL	1.5		150		240	
WBT	1.5	4800	80	.05*	140	.08*
WBR	1	1600	20	.01	80	.05
Right Turn Adjustment			EBR	.14*		

TOTAL CAPACITY UTILIZATION **.70** **.82**

95. Bristol & Ramelli

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	20	.01*
NBT	1	1600	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1600	10	.01	20	.01
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	220	.14	120	.08
EBL	1	1600	30	.02*	90	.06
EBT	2	3200	160	.05	850	.27*
EBR	0	0	10		10	
WBL	1	1600	30	.02	30	.02*
WBT	2	3200	1050	.34*	340	.12
WBR	0	0	30		30	
Right Turn Adjustment			SBR	.11*		

TOTAL CAPACITY UTILIZATION **.49** **.31**

96. Montgomery & North Bank

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	40	.03*	140	.09*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	220	.14	100	.06
EBL	1	1600	60	.04*	90	.06*
EBT	2	3200	110	.03	320	.10
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	480	.30*	240	.15*
WBR	d	1600	180	.11	70	.04
Right Turn Adjustment			SBR	.06*		

TOTAL CAPACITY UTILIZATION **.46** **.32**

100. Saticoy & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	190	.12	140	.09*
NBT	1	1600	200	.13*	150	.09
NBR	1	1600	120	.08	90	.06
SBL	1	1600	190	.12*	90	.06
SBT	1	1600	110	.07	150	.09*
SBR	1	1600	260	.16	160	.10
EBL	1	1600	110	.07*	160	.10*
EBT	2	3200	230	.07	650	.20
EBR	1	1600	100	.06	190	.12
WBL	1	1600	80	.05	110	.07
WBT	2	3200	340	.15*	490	.17*
WBR	0	0	130		60	

TOTAL CAPACITY UTILIZATION **.47** **.45**

101. Saticoy & Telegraph

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	170		80	
NBT	1	1600	70	.18*	50	.10*
NBR	0	0	50		30	
SBL	0	0	10		20	
SBT	1	1600	70	.09*	30	.04*
SBR	0	0	60		20	
EBL	1	1600	20	.01	30	.02
EBT	1	1600	200	.18*	420	.36*
EBR	0	0	80		150	
WBL	1	1600	50	.03*	30	.02*
WBT	1	1600	270	.17	280	.18
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.48** **.52**

102. Wells & Telegraph

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	250	.16*
NBT	1	1600	120	.08	290	.18
NBR	1	1600	60	.04	260	.16
SBL	1	1600	10	.01	10	.01
SBT	1	1600	270	.17*	200	.13*
SBR	1	1600	50	.03	30	.02
EBL	1	1600	20	.01	50	.03
EBT	1	1600	50	.17*	190	.25*
EBR	0	0	220		210	
WBL	1	1600	320	.20*	130	.08*
WBT	1	1600	150	.10	100	.08
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.65** **.62**

104. Wells & SR 126 EB Ramps

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	880	.18	1400	.29
NBR	f		590		1550	
SBL	0	0	0		0	
SBT	3	4800	2640	.55*	1730	.36*
SBR	f		80		50	
EBL	1	1600	100	.06*	330	.21*
EBT	0	0	0		0	
EBR	1	1600	170	.11	640	.40
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.05*	EBR	.19*

TOTAL CAPACITY UTILIZATION **.66** **.76**

105. Wells & Darling

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1270	.26	2790	.58*
NBR	d	1600	70	.04	160	.10
SBL	1	1600	120	.08	370	.23*
SBT	3	4800	2400	.50*	1840	.38
SBR	d	1600	10	.01	20	.01
EBL	0	0	80		40	
EBT	1	1600	30	.13*	40	.08*
EBR	0	0	100		40	
WBL	1	1600	70	.04*	280	.18*
WBT	1	1600	30	.06	40	.15
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.69** **1.07**

106. Wells & Telephone

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	450	.14
NBT	3	4800	1250	.26	2860	.61*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	2490	.52*	1940	.40
SBR	1	1600	140	.09	410	.26
EBL	1.5		160	{.05}*	220	{.07}*
EBT	0.5	3200	0	.05	0	.07
EBR	2	3200	560	.18	550	.17
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.04*		

TOTAL CAPACITY UTILIZATION **.73** **.71**

114. California & Thompson

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30		40	.03
NBT	0.5	3200	20	.02*	40	.03*
NBR	1	1600	60	.04	70	.04
SBL	1.5		180		170	
SBT	1.5	4800	110	.06*	200	.08*
SBR	0		10		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	850	.31*	980	.35*
EBR	0	0	150		130	
WBL	1	1600	70	.04*	80	.05*
WBT	2	3200	320	.10	430	.15
WBR	0	0	10		50	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .43 .51

115. Chestnut & Thompson

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	40	.03	100	.06
SBT	1	1600	310	.20*	370	.25*
SBR	0	0	10		30	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	640	.20*	710	.22*
EBR	f		390		540	
WBL	1	1600	210	.13*	170	.11*
WBT	2	3200	460	.15	650	.23
WBR	0	0	30		80	

TOTAL CAPACITY UTILIZATION .54 .59

120. Ventura & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	60	.04
NBT	1	1600	280	.18	620	.39*
NBR	1	1600	20	.01	40	.03
SBL	1	1600	90	.06	100	.06*
SBT	1	1600	360	.23*	430	.27
SBR	1	1600	110	.07	40	.03
EBL	1	1600	30	.02	160	.10*
EBT	1	1600	200	.13*	340	.21
EBR	d	1600	40	.03	50	.03
WBL	1	1600	10	.01*	20	.01
WBT	1	1600	110	.07	250	.16*
WBR	1	1600	150	.09	170	.11

TOTAL CAPACITY UTILIZATION .39 .71

132. Ventura & Stanley

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	50	.03*
NBT	1	1600	310	.19	470	.29
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	500	.31*	430	.27*
SBR	1	1600	460	.29	280	.18
EBL	1	1600	330	.21*	510	.32*
EBT	0	0	0		0	
EBR	1	1600	200	.13	120	.08
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .61 .62

136. US 101 SB Ramps & Valentine

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		370	.12*	450	.14*
SBT	0	4800	0		0	
SBR	1.5		100	.06	20	
EBL	1	1600	90	.06*	480	.30*
EBT	2	3200	210	.07	740	.23
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	980	.31*	390	.12*
WBR	f		810		900	

TOTAL CAPACITY UTILIZATION **.49** **.56**

138. Johnson & US 101 SB Ramps

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	690	.43*
NBT	1	1600	130	.08	490	.31
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	600	.38*	380	.24*
SBR	f		1520		1600	
EBL	1	1600	120	.08*	260	.16*
EBT	0	0	0		0	
EBR	1	1600	120	.08	90	.06
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.57** **.83**

160. Victoria & US 101 NB Ramps

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	520	.16*	510	.16*
NBT	3	4800	1390	.29	1940	.40
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2690	.42*	2220	.35*
SBR	1	1600	130	.08	350	.22
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	710	.22*	490	.15*
WBT	0	0	0		0	
WBR	3	4800	920	.19	1150	.24
Right Turn Adjustment					WBR	.01*

TOTAL CAPACITY UTILIZATION **.80** **.67**

161. Victoria & Valentine

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	200	.06*
NBT	3	4800	1640	.35	2100	.45
NBR	0	0	20		50	
SBL	1	1600	40	.03	50	.03
SBT	2	3200	1640	.51*	1500	.47*
SBR	f		1670		1180	
EBL	2.5		340		730	
EBT	0.5	4800	40	.08*	20	.16*
EBR	1	1600	240	.15	450	.28
WBL	0	0	10		20	
WBT	1	1600	10	.01*	30	.03*
WBR	1	1600	80	.05	100	.06
Right Turn Adjustment					EBR	.06*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

TOTAL CAPACITY UTILIZATION **.68** **.78**

162. California & Harbor

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	240	.15*	390	.24*
SBT	0	0	0		0	
SBR	1	1600	40	.03	50	.03
EBL	1	1600	20	.01	80	.05*
EBT	1	1600	230	.14*	260	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	160	.07	240	.12*
WBR	0	0	50		140	

TOTAL CAPACITY UTILIZATION **.29** **.41**

163. Santa Clara & Main

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	260	.08	230	.07
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	360	.12*	470	.15*
EBR	0	0	10		10	
WBL	1	1600	150	.09*	170	.11*
WBT	2	3200	390	.13	510	.17
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.26** **.30**

164. Seaward & Poli

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	160		170	
NBT	1	1600	0	.18*	0	.21*
NBR	0	0	130		160	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	150	.09*	370	.23*
EBR	d	1600	80	.05	130	.08
WBL	1	1600	230	.14*	100	.06*
WBT	1	1600	170	.11	300	.19
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.41** **.50**

165. Seaward & Harbor

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	70	.04
NBT	2	3200	360	.13*	310	.12*
NBR	0	0	40		60	
SBL	2	3200	560	.18*	590	.18*
SBT	2	3200	190	.06	310	.10
SBR	1	1600	310	.19	430	.27
EBL	2	3200	430	.13*	380	.12
EBT	2	3200	600	.19	1200	.39*
EBR	0	0	20		60	
WBL	1	1600	20	.01	30	.02*
WBT	2	3200	270	.08*	480	.15
WBR	2	3200	920	.29	1150	.36
Right Turn Adjustment			WBR	.07*		

TOTAL CAPACITY UTILIZATION **.59** **.71**

166. College & Telegraph

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.06*	0	.07*
NBR	0	0	60		90	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	570	.20*	890	.30*
EBR	0	0	60		70	
WBL	1	1600	110	.07*	50	.03*
WBT	2	3200	670	.21	670	.21
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.33** **.40**

168. Day & Foothill

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	220	.14*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	270	.17
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	450	.41*	480	.44*
EBR	0	0	200		220	
WBL	1	1600	240	.15*	220	.14*
WBT	1	1600	410	.31	430	.30
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.73** **.76**

169. Kimball & Foothill

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	290	.18*	120	.08*
NBT	0	0	0		0	
NBR	1	1600	20	.01	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	210	.26	390	.36*
EBR	0	0	210		190	
WBL	1	1600	70	.04	20	.01*
WBT	1	1600	520	.33*	200	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.45**

170. Petit & Foothill

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		10	
NBT	1	1600	0	.03*	0	.03*
NBR	0	0	10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	160	.10	230	.14*
EBR	1	1600	40	.03	30	.02
WBL	0	0	10		10	{.01}*
WBT	1	1600	480	.31*	190	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.34** **.18**

171. Saticoy & Foothill

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	100		50	
NBT	1	1600	0	.08*	0	.04*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	140	.12	310	.26*
EBR	0	0	50		100	
WBL	0	0	20		20	{.01}*
WBT	1	1600	420	.28*	180	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.36** **.31**

172. Wells & Foothill

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	120	.08*
NBT	0	0	10		10	
NBR	1	1600	40	.03	80	.05
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	60	.04	200	.13*
EBR	1	1600	100	.06	120	.08
WBL	0	0	70		30	{.02}*
WBT	1	1600	300	.24*	60	.06
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.33** **.25**

173. Victoria & SR 126 WB Ramps

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1210	.30	2110	.51*
NBR	0	0	230		360	
SBL	0	0	0		0	
SBT	3	4800	1980	.45*	1510	.33
SBR	0	0	190		90	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	530	.33	410	.26
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	210	.13	160	.10
Right Turn Adjustment			Multi	.35*	Multi	.22*

TOTAL CAPACITY UTILIZATION **.80** **.73**

174. Petit & Telegraph

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	50	.03*
NBT	1	1600	20	.01	10	.01
NBR	1	1600	10	.01	20	.01
SBL	1	1600	30	.02	20	.01
SBT	1	1600	20	.03*	20	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	270	.08	600	.19
EBR	1	1600	50	.03	90	.06
WBL	1	1600	10	.01	10	.01
WBT	1	1600	520	.33*	330	.21*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.41** **.28**

175. Ventura & North Bank

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	80		40	
SBT	1	1600	0	.10*	0	.11*
SBR	0	0	80		130	
EBL	1	1600	180	.11*	540	.34
EBT	2	3200	910	.28	2500	.78*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	340	.21*	360	.23
WBR	1	1600	50	.03	30	.02

TOTAL CAPACITY UTILIZATION **.42** **.89**

176. Saticoy & Darling

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1600	140	.09	220	.14*
NBR	1	1600	110	.07	20	.01
SBL	0	0	60		10	{.01}*
SBT	1	1600	240	.19*	190	.13
SBR	1	1600	80	.05	90	.06
EBL	0	0	70		60	{.04}*
EBT	1	1600	70	.11*	60	.10
EBR	0	0	40		40	
WBL	0	0	70	{.04}*	50	
WBT	1	1600	20	.08	70	.09*
WBR	0	0	30		20	

TOTAL CAPACITY UTILIZATION **.35** **.28**

177. Wells & SR 126 WB Ramps

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	530	.17	1360	.43*
NBR	f		420		360	
SBL	0	0	0		0	
SBT	2	3200	1060	.33*	750	.23
SBR	f		420		200	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1670		1030	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	180	.11	100	.06
Right Turn Adjustment					WBR	.06*

TOTAL CAPACITY UTILIZATION **.33** **.49**

178. SR-33 Ramps & Stanley

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	590	.37	650	.41
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	340	.21	240	.15
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	510	.32*	640	.40*
WBR	f		200		260	
Right Turn Adjustment			NBR	.29*	NBR	.22*

TOTAL CAPACITY UTILIZATION **.61** **.62**

179. SR-33 Ramps & Shell

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	830		830	
SBT	1	1600	0	.52*	0	.53*
SBR	0	0	10		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	150	.10	100	.07
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	860	.59*	750	.56*
WBR	0	0	80		150	

TOTAL CAPACITY UTILIZATION **1.12** **1.10**

180. Estates & Telegraph

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	60	.04
NBT	1	1600	10	.05	10	.07*
NBR	0	0	70		100	
SBL	0	0	10		10	{.01}*
SBT	1	1600	10	.02*	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	2	3200	540	.17	810	.25*
EBR	d	1600	70	.04	60	.04
WBL	1	1600	40	.03	90	.06*
WBT	2	3200	640	.20*	810	.25
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.28** **.39**

181. Ventura & Ramona

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	50	.03*
NBT	1	1600	250	.16	470	.31
NBR	0	0	10		20	
SBL	1	1600	10	.01	10	.01
SBT	1	1600	380	.24*	470	.30*
SBR	0	0	10		10	
EBL	0	0	10		10	
EBT	1	1600	10	.04*	10	.05*
EBR	0	0	40		60	
WBL	0	0	10	{.01}*	10	{.01}*
WBT	1	1600	10	.02	10	.02
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.33** **.39**

182. Olive & Main St

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	670	.42*	540	.34*
SBT	1	1600	20	.06	30	.08
SBR	0	0	70		100	
EBL	0	0	70	{.04}*	280	
EBT	1	1600	80	.09	220	.31*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	220	.14*	170	.11
WBR	1	1600	210	.13	450	.28

TOTAL CAPACITY UTILIZATION **.61** **.67**

190. Petit Av & North Bank Dr

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	40	.03*	70	.04*
SBT	0	0	0		0	
SBR	1	1600	270	.17	190	.12
EBL	1	1600	60	.04*	240	.15*
EBT	2	3200	60	.02	120	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	100	.03*	90	.03*
WBR	d	1600	70	.04	40	.03
Right Turn Adjustment			SBR	.11*		
TOTAL CAPACITY UTILIZATION			**.21**		**.22**	

191. Saticoy Av & North Bank Dr

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01*
NBT	1	1600	30	.03*	20	.02
NBR	0	0	20		10	
SBL	1	1600	20	.01*	50	.03
SBT	1	1600	10	.02	40	.04*
SBR	0	0	20		30	
EBL	1	1600	20	.01	30	.02*
EBT	2	3200	100	.03*	70	.02
EBR	d	1600	0	.00	10	.01
WBL	1	1600	0	.00	10	.01
WBT	2	3200	40	.01	90	.03*
WBR	d	1600	60	.04	150	.09
Right Turn Adjustment			WBR	.01*	WBR	.04*
TOTAL CAPACITY UTILIZATION			**.08**		**.14**	

192. Los Angeles Av & North Bank

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	200	.13
NBT	3	4800	1430	.30	3100	.65*
NBR	d	1600	20	.01	60	.04
SBL	1	1600	120	.08	170	.11*
SBT	3	4800	2800	.58*	2250	.47
SBR	d	1600	150	.09	80	.05
EBL	1	1600	50	.03*	110	.07*
EBT	1	1600	10	.01	20	.01
EBR	1	1600	140	.09	160	.10
WBL	1	1600	50	.03	60	.04
WBT	1	1600	10	.01*	20	.01*
WBR	1	1600	100	.06	170	.11
Right Turn Adjustment			EBR	.03*	WBR	.02*
TOTAL CAPACITY UTILIZATION			**.71**		**.86**	

193. Saticoy Av & A St

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	240	.15*	140	.09
NBR	1	1600	10	.01	30	.02
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	210	.13	190	.12*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	20	.01*	10	.01*
WBT	0	0	0		0	
WBR	1	1600	20	.01	10	.01
TOTAL CAPACITY UTILIZATION			**.17**		**.13**	

194. Wells Rd & A St

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	140	.09
NBT	2	3200	390	.14	850	.32*
NBR	0	0	50		170	
SBL	1	1600	10	.01	40	.03*
SBT	2	3200	820	.26*	590	.19
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	1	1600	10	.01*	10	.01*
EBR	1	1600	120	.08	60	.04
WBL	1	1600	160	.10*	80	.05*
WBT	1	1600	10	.03	10	.01
WBR	0	0	30		10	
Right Turn Adjustment			EBR	.05*		

TOTAL CAPACITY UTILIZATION **.44** **.41**

196. Ramelli & Ralston

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01
NBT	1	1600	20	.04	50	.11*
NBR	0	0	50		120	
SBL	1	1600	0	.00	0	.00
SBT	1	1600	110	.11*	30	.03
SBR	0	0	70		20	
EBL	1	1600	20	.01*	10	.01
EBT	1	1600	40	.03	500	.33*
EBR	0	0	10		20	
WBL	1	1600	140	.09	60	.04*
WBT	1	1600	410	.26*	100	.07
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.39** **.48**

197. Kimball & Ralston

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	10	.01
NBT	3	4800	60	.01	560	.12*
NBR	1	1600	0	.00	20	.01
SBL	1	1600	0	.00	0	.00
SBT	3	4800	340	.07*	70	.01
SBR	1	1600	440	.28	130	.08
EBL	1	1600	70	.04*	490	.31*
EBT	1	1600	10	.01	120	.08
EBR	1	1600	10	.01	10	.01
WBL	1	1600	10	.01	0	.00
WBT	2	3200	70	.02*	30	.01*
WBR	1	1600	20	.01	0	.00
Right Turn Adjustment			SBR	.18*		

TOTAL CAPACITY UTILIZATION **.32** **.44**

198. Montgomery & Ralston

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.00	0	.00
NBT	2	3200	210	.08*	70	.04*
NBR	0	0	60		110	.07
SBL	1	1600	10	.01*	40	.03*
SBT	2	3200	130	.04	200	.06
SBR	0	0	10		0	
EBL	1	1600	0	.00	20	.01
EBT	1	1600	10	.01	70	.06*
EBR	0	0	0		20	
WBL	1	1600	140	.09	60	.04*
WBT	1	1600	90	.13*	30	.08
WBR	0	0	120		90	

TOTAL CAPACITY UTILIZATION **.22** **.17**

199. Kimball & North Bank

2025 Scenario 5 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	10	.01*	10	.01*
SBT	0	0	0		0	
SBR	1	1600	330	.21	60	.04
EBL	1	1600	10	.01*	550	.34*
EBT	2	3200	180	.06	420	.13
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	670	.23*	350	.12*
WBR	0	0	50		20	
Right Turn Adjustment			SBR	.19*		
TOTAL CAPACITY UTILIZATION				**.44**		**.47**

NON-COMMITTED IMPROVEMENTS

105. Wells & Darling

2025 Scenario 5 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1270	.26	2790	.58*
NBR	d	1600	70	.04	160	.10
SBL	2	3200	120	.04	370	.12*
SBT	3	4800	2400	.50*	1840	.38
SBR	d	1600	10	.01	20	.01
EBL	1	1600	80	.05*	40	.03*
EBT	1	1600	30	.08	40	.05
EBR	0	0	100		40	
WBL	2	3200	70	.02	280	.09
WBT	1	1600	30	.06*	40	.15*
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.63** **.88**

179. SR-33 Ramps & Shell

2025 Scenario 5 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	830	.52*	830	.52*
SBT	0	0	0		0	
SBR	1	1600	10	.01	20	.01
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	150	.10	100	.07
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	860	.27*	750	.23*
WBR	1	1600	80	.05	150	.09

TOTAL CAPACITY UTILIZATION **.80** **.76**

SCENARIO 6

1. Victoria & Foothill

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	270	.17*
NBT	1	1600	20	.01	80	.05
NBR	1	1600	370	.23	520	.33
SBL	1	1600	10	.01	10	.01
SBT	1	1600	60	.04*	30	.02*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01	180	.11
EBT	1	1600	330	.21*	500	.31*
EBR	1	1600	230	.14	20	.01
WBL	2	3200	600	.19*	510	.16*
WBT	1	1600	610	.38	360	.23
WBR	d	1600	10	.01	20	.01
Right Turn Adjustment					NBR	.03*

TOTAL CAPACITY UTILIZATION **.53** **.69**

2. Victoria & Loma Vista

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	240	.15*	280	.18*
NBT	2	3200	420	.13	750	.23
NBR	d	1600	20	.01	40	.03
SBL	1	1600	20	.01	20	.01
SBT	2	3200	690	.22*	500	.16*
SBR	d	1600	80	.05	40	.03
EBL	0	0	90		40	
EBT	1	1600	50	.27*	30	.25*
EBR	0	0	290		330	
WBL	0	0	70	{.04}*	30	{.02}*
WBT	1	1600	40	.10	40	.06
WBR	0	0	50		20	

TOTAL CAPACITY UTILIZATION **.68** **.61**

3. Victoria & Telegraph

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	570	.18	1070	.33*
NBT	2	3200	710	.22*	1050	.33
NBR	1	1600	400	.25	470	.29
SBL	1	1600	270	.17*	220	.14
SBT	3	4800	780	.16	760	.16*
SBR	d	1600	40	.03	40	.03
EBL	1	1600	70	.04	40	.03
EBT	1.5	4800	430	{.17}*	740	{.26}*
EBR	1.5		670		880	
WBL	2	3200	580	.18*	370	.12*
WBT	2	3200	660	.21	470	.15
WBR	d	1600	100	.06	140	.09

TOTAL CAPACITY UTILIZATION **.74** **.87**

4. Victoria & Woodland

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	230	.14*	50	.03
NBT	3	4800	1750	.41	2400	.59*
NBR	0	0	210		440	
SBL	1	1600	10	.01	50	.03*
SBT	3	4800	2130	.45*	2000	.42
SBR	0	0	20		10	
EBL	0	0	10		30	
EBT	1	1600	10	.10*	10	.04*
EBR	0	0	140		30	
WBL	1.5		400		320	
WBT	0.5	3200	10	.13*	10	.11*
WBR	0		20		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.82** **.77**

5. Victoria & SR 126 SB Ramps

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1600	.26	2850	.45*
NBR	0	0	50		40	
SBL	0	0	0		0	
SBT	4	6400	2810	.45*	2180	.37
SBR	0	0	90		190	
EBL	1.5		320		300	
EBT	0.5	3200	200	.16*	130	.13*
EBR	1	1600	200	.13	170	.11
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	270	.17	570	.36
Right Turn Adjustment			WBR	.03*	WBR	.36*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.94**

6. Victoria & Thille

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	60	.04
NBT	4	6400	1520	.31	2630	.42*
NBR	0	0	460		50	
SBL	1	1600	190	.12	40	.03*
SBT	4	6400	2350	.43*	2110	.37
SBR	0	0	390		230	
EBL	1.5		260		370	
EBT	0.5	3200	30	.09*	10	.12*
EBR	1	1600	110	.07	200	.13
WBL	1	1600	30	.02	90	.06
WBT	1	1600	10	.02*	90	.11*
WBR	0	0	20		80	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.57** **.68**

7. Victoria & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	260	.08*	320	.10
NBT	4	6400	1490	.27	1730	.29*
NBR	0	0	260		150	
SBL	2	3200	360	.11	340	.11*
SBT	4	6400	1930	.30*	1530	.24
SBR	1	1600	340	.21	450	.28
EBL	2	3200	340	.11*	700	.22*
EBT	3	4800	350	.08	860	.20
EBR	0	0	40		110	
WBL	2	3200	210	.07	300	.09
WBT	3	4800	710	.15*	660	.14*
WBR	1	1600	170	.11	330	.21

TOTAL CAPACITY UTILIZATION **.64** **.76**

8. Victoria & Ralston

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	250	.16*	400	.25*
NBT	4	6400	1570	.25	2020	.35
NBR	0	0	50		230	
SBL	1	1600	100	.06	200	.13
SBT	4	6400	1940	.32*	1970	.33*
SBR	0	0	110		120	
EBL	1	1600	40	.03	140	.09
EBT	1	1600	110	.07*	240	.15*
EBR	1	1600	230	.14	320	.20
WBL	1	1600	290	.18*	130	.08*
WBT	1	1600	230	.14	120	.08
WBR	1	1600	190	.12	120	.08

TOTAL CAPACITY UTILIZATION **.73** **.81**

10. Victoria & Moon

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	190	.12
NBT	4	6400	1940	.32	2280	.41*
NBR	0	0	110		350	
SBL	1	1600	40	.03	120	.08*
SBT	4	6400	2090	.33*	1980	.35
SBR	0	0	30		270	
EBL	1	1600	30	.02	70	.04
EBT	1	1600	70	.04*	90	.06*
EBR	1	1600	30	.02	170	.11
WBL	1	1600	320	.20*	160	.10*
WBT	1	1600	110	.07	50	.03
WBR	1	1600	60	.04	50	.03

TOTAL CAPACITY UTILIZATION **.60** **.65**

14. Hill & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		30	
NBT	1	1600	90	.09*	60	.16*
NBR	0	0	10		170	
SBL	1	1600	60	.04*	240	.15*
SBT	1	1600	30	.02	70	.04
SBR	1	1600	70	.04	240	.15
EBL	1	1600	170	.11*	100	.06
EBT	3	4800	500	.12	1160	.28*
EBR	0	0	70		200	
WBL	1	1600	190	.12	30	.02*
WBT	3	4800	1090	.29*	730	.16
WBR	0	0	280		60	

TOTAL CAPACITY UTILIZATION **.53** **.61**

15. Johnson & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	330	.10*	190	.06
NBT	2	3200	160	.10	240	.15*
NBR	0	0	180	.11	430	.27
SBL	1	1600	30	.02	100	.06*
SBT	2	3200	170	.05*	200	.06
SBR	d	1600	40	.03	40	.03
EBL	1	1600	50	.03	30	.02
EBT	3	4800	210	.07*	1070	.31*
EBR	0	0	170	.11	400	
WBL	1	1600	440	.28*	420	.26*
WBT	3	4800	1370	.30	560	.13
WBR	0	0	60		40	

TOTAL CAPACITY UTILIZATION **.50** **.78**

18. Seaward & US 101 NB Ramps

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	550	.17*	600	.19*
NBT	2	3200	860	.27	910	.28
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	720	.23*	980	.31*
SBR	1	1600	240	.15	240	.15
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	380	.12*	390	.12*
WBT	0	0	0		0	
WBR	2	3200	400	.13	460	.14

TOTAL CAPACITY UTILIZATION **.52** **.62**

19. Monmouth/US 101 SB & Harbor

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	30	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		630		1000	
SBT	0.5	3200	40	.21*	70	.35*
SBR	0		10		50	
EBL	1	1600	130	.08*	150	.09*
EBT	2	3200	370	.12	400	.14
EBR	0	0	20		40	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	370	.23*	570	.36*
WBR	1	1600	300	.19	320	.20

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.55** **.83**

20. Harbor & Olivas Park

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	140	.09*
NBT	2	3200	930	.29*	1100	.34
NBR	1	1600	390	.24	200	.13
SBL	2	3200	170	.05*	170	.05
SBT	2	3200	730	.23	1200	.38*
SBR	1	1600	150	.09	110	.07
EBL	1	1600	70	.04*	170	.11
EBT	2	3200	140	.04	210	.07*
EBR	d	1600	70	.04	130	.08
WBL	1	1600	50	.03	420	.26*
WBT	2	3200	100	.03*	140	.04
WBR	f		50		390	

TOTAL CAPACITY UTILIZATION **.41** **.80**

23. Mills & Loma Vista

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370	{.14}*	280	{.09}*
NBT	0.5	3200	70	.14	20	.09
NBR	1	1600	40	.03	90	.06
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01	10	.01
EBT	2	3200	360	.11*	610	.19*
EBR	d	1600	310	.19	520	.33
WBL	1	1600	90	.06*	80	.05*
WBT	2	3200	460	.14	390	.12
WBR	d	1600	60	.04	20	.01
Right Turn Adjustment					EBR	.07*

TOTAL CAPACITY UTILIZATION **.35** **.43**

24. Mills & Telegraph

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	150	.09
NBT	1	1600	420	.26*	270	.17*
NBR	1	1600	250	.16	380	.24
SBL	1	1600	60	.04*	150	.09*
SBT	2	3200	390	.12	480	.15
SBR	1	1600	20	.01	20	.01
EBL	1	1600	30	.02	20	.01
EBT	2	3200	360	.11*	580	.18*
EBR	1	1600	80	.05	130	.08
WBL	2	3200	250	.08*	220	.07*
WBT	2	3200	440	.16	460	.16
WBR	0	0	60		60	
Right Turn Adjustment					NBR	.02*

TOTAL CAPACITY UTILIZATION **.49** **.53**

25. Mills & Maple

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05
NBT	2	3200	1040	.36*	840	.30*
NBR	0	0	110		120	
SBL	1	1600	50	.03*	110	.07*
SBT	2	3200	720	.24	910	.30
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	210		210	
WBT	1	1600	20	.14*	20	.14*
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.53** **.51**

26. Mills & Dean

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	100	.06*
NBT	2	3200	1260	.39*	970	.30
NBR	1	1600	280	.18	370	.23
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	810	.26	950	.31*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	30	.02*
EBR	1	1600	20	.01	200	.13
WBL	2	3200	410	.13*	260	.08*
WBT	1	1600	50	.05	50	.06
WBR	0	0	30		40	
Right Turn Adjustment					EBR	.06*

TOTAL CAPACITY UTILIZATION **.55** **.53**

27. Mills & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30		30	
NBT	1	1600	70	.06*	90	.08*
NBR	1	1600	330	.21	230	.14
SBL	2.5		1210		1310	
SBT	0.5	4800	70	.28*	90	.30*
SBR	0		40		30	
EBL	2	3200	100	.03*	90	.03*
EBT	4	6400	1030	.16	1140	.18
EBR	1	1600	20	.01	30	.02
WBL	2	3200	170	.05	360	.11
WBT	3	4800	1110	.23*	1420	.30*
WBR	2	3200	1470	.46	1390	.43
Right Turn Adjustment			Multi	.09*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.71**

28. US 101 NB Ramps & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	650	.20*	360	.11*
SBT	0	0	0		0	
SBR	3	4800	1730	.36	1350	.28
EBL	0	0	0		0	
EBT	3	4800	2250	.47*	2540	.53*
EBR	f		320		160	
WBL	2	3200	390	.12*	520	.16*
WBT	3	4800	1040	.22	1810	.38
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.79** **.80**

29. SR 126 EB Ramps & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	270	.08	460	.14*
EBT	3	4800	2590	.54*	2710	.56
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1240	.26	2380	.50*
WBR	f		130		360	

TOTAL CAPACITY UTILIZATION **.54** **.64**

30. Callens & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180	{.06}*	630	{.20}*
NBT	0.5	3200	10	.06	10	.20
NBR	1	1600	40	.03	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01*
EBT	4	6400	2250	.35*	2430	.38
EBR	d	1600	320	.20	250	.16
WBL	2	3200	80	.03*	170	.05
WBT	3	4800	1190	.25	2090	.44*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.46** **.67**

31. Donlon & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		160		620	
NBT	0	3200	0	.06*	0	.25*
NBR	0.5		30		170	
SBL	1.5		380		360	
SBT	0.5	3200	140	.16*	80	.14*
SBR	1	1600	180	.11	210	.13
EBL	0	0	0		0	
EBT	4	6400	1940	.30*	2390	.37*
EBR	d	1600	230	.14	230	.14
WBL	2	3200	100	.03*	250	.08*
WBT	3	4800	1040	.22	1580	.33
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.55** **.84**

32. Telephone & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08	680	.21
NBT	2	3200	260	.08*	1090	.34*
NBR	1	1600	80	.05	280	.18
SBL	1.5		270	.17	550	
SBT	1.5	4800	1000	.31*	730	.27*
SBR	f		720		960	
EBL	2	3200	450	.14	760	.24
EBT	3	4800	1080	.23*	1410	.29*
EBR	f		410		450	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.90**

33. US 101 NB Ramps & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		660		520	
NBT	0.5	3200	30	.22*	80	.19*
NBR	1	1600	320	.20	390	.24
SBL	0.5		40		10	.01*
SBT	0	3200	0	.12*	0	
SBR	1.5		350		230	{.00}
EBL	1	1600	20	.01*	300	.19*
EBT	3	4800	730	.15	1950	.41
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1010	.21*	1500	.31*
WBR	0	0	10		10	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.70**

34. Portola & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	300	.09*
NBT	1	1600	10	.01	40	.03
NBR	1	1600	10	.01	70	.04
SBL	1	1600	20	.01	30	.02
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	130	.08	70	.04
EBL	1	1600	40	.03*	170	.11
EBT	3	4800	650	.14	1760	.37*
EBR	d	1600	230	.14	310	.19
WBL	1	1600	20	.01	80	.05*
WBT	3	4800	870	.19*	1030	.22
WBR	0	0	20		40	

Right Turn Adjustment SBR .05*

TOTAL CAPACITY UTILIZATION **.36** **.52**

35. Saratoga & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	30	.02
NBT	1	1600	10	.08*	70	.15*
NBR	0	0	110		170	
SBL	1	1600	30	.02*	40	.03*
SBT	1	1600	40	.03	40	.03
SBR	1	1600	50	.03	20	.01
EBL	1	1600	20	.01*	10	.01
EBT	3	4800	670	.14	1620	.34*
EBR	d	1600	50	.03	170	.11
WBL	1	1600	60	.04	90	.06*
WBT	3	4800	900	.19*	1090	.23
WBR	0	0	20		30	

TOTAL CAPACITY UTILIZATION **.30** **.58**

38. Telephone & Market

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09	220	.14*
NBT	3	4800	540	.11*	880	.18
NBR	d	1600	90	.06	100	.06
SBL	1	1600	520	.33*	160	.10
SBT	3	4800	280	.06	700	.15*
SBR	d	1600	180	.11	160	.10
EBL	1	1600	60	.04	220	.14*
EBT	1	1600	280	.18*	240	.15
EBR	1	1600	160	.10	290	.18
WBL	1	1600	50	.03*	170	.11
WBT	1	1600	120	.08	380	.24*
WBR	1	1600	120	.08	610	.38

Right Turn Adjustment WBR .06*

TOTAL CAPACITY UTILIZATION **.65** **.73**

42. Telephone & McGrath

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	230	.14*
NBT	3	4800	670	.14	950	.20
NBR	d	1600	280	.18	100	.06
SBL	1	1600	70	.04	70	.04
SBT	2	3200	310	.10*	1060	.33*
SBR	1	1600	60	.04	50	.03
EBL	1	1600	20	.01	70	.04
EBT	1	1600	60	.04*	30	.02*
EBR	1	1600	130	.08	330	.21
WBL	1	1600	70	.04*	280	.18*
WBT	1	1600	30	.02	100	.06
WBR	1	1600	60	.04	160	.10
Right Turn Adjustment					EBR	.08*

TOTAL CAPACITY UTILIZATION **.29** **.75**

45. Catalina & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	1	1600	40	.03*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	240	.08*	80	.03*
SBT	1	1600	20	.04	10	.01
SBR	0	0	50		10	
EBL	0.5		30		20	{.01}*
EBT	1.5	3200	770	.25*	770	.25
EBR	0		10		10	
WBL	1	1600	10	.01*	50	.03
WBT	2	3200	500	.21	760	.28*
WBR	0	0	160		130	

TOTAL CAPACITY UTILIZATION **.37** **.34**

46. Seaward & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03	190	.12*
NBT	1	1600	160	.10*	190	.12
NBR	1	1600	310	.19	270	.17
SBL	1	1600	40	.03*	80	.05
SBT	1	1600	150	.09	100	.06*
SBR	1	1600	200	.13	80	.05
EBL	1	1600	120	.08	90	.06
EBT	2	3200	730	.23*	680	.21*
EBR	1	1600	160	.10	110	.07
WBL	0.5		100		190	
WBT	1.5	3200	500	.19*	700	.30*
WBR	0		20		70	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.55** **.69**

47. Main & Loma Vista

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	310	.10*	470	.15*
NBR	f		40		170	
SBL	1	1600	620	.39*	430	.27*
SBT	2	3200	560	.18	630	.20
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	50	{.03}*	130	{.08}*
WBT	1	1600	30	.05	40	.11
WBR	2	3200	370	.12	480	.15

TOTAL CAPACITY UTILIZATION **.56** **.55**

49. Main & Telegraph

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.18	620	
NBT	1.5	4800	580	.18*	700	.28*
NBR	f		160		80	
SBL	1.5		190	.12	250	.16
SBT	1.5	4800	480	.16*	750	.25*
SBR	0		40		50	
EBL	0	0	0		0	
EBT	2	3200	330	.10	450	.14
EBR	f		660		600	
WBL	0	0	0		0	
WBT	1.5	4800	360	.11*	490	.15*
WBR	1.5		120		210	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.45** **.68**

50. Emma & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	80	.05	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1020	.32*	1220	.38*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	60	.04*	80	.05*
WBT	3	4800	960	.20	1480	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.40** **.45**

51. Lemon Grove & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		50	
NBT	1.5	3200	20	.03*	20	.03*
NBR	0		100	.06	30	
SBL	1.5		30		70	
SBT	0.5	3200	10	.01*	10	.03*
SBR	1	1600	70	.04	70	.04
EBL	1	1600	40	.03	60	.04
EBT	2	3200	1030	.32*	1130	.35*
EBR	d	1600	60	.04	70	.04
WBL	1	1600	30	.02*	30	.02*
WBT	3	4800	930	.20	1290	.28
WBR	0	0	50		50	
Right Turn Adjustment			NBR	.01*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.39** **.43**

53. Kimball & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	270	.08*	540	.17*
SBT	0	0	0		0	
SBR	2	3200	1370	.43	840	.26
EBL	2	3200	320	.10*	1090	.34*
EBT	3	4800	310	.06	960	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	870	.27*	630	.20*
WBR	1	1600	720	.45	390	.24
Right Turn Adjustment			Multi	.39*		

TOTAL CAPACITY UTILIZATION **.84** **.71**

55. Kimball & SR 126 EB Ramps

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1470	.31	1010	.21*
NBR	f		120		430	
SBL	1	1600	20	.01	60	.04*
SBT	3	4800	1660	.35*	970	.20
SBR	0	0	0		0	
EBL	2	3200	120	.04*	400	.13*
EBT	0	0	10		0	
EBR	f		250		690	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.39** **.38**

56. Kimball & SR 126 WB Ramps

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	670	.21*	270	.08*
NBT	3	4800	860	.18	930	.19
NBR	d	1600	60	.04	210	.13
SBL	1	1600	10	.01	10	.01
SBT	3	4800	860	.18*	660	.14*
SBR	d	1600	230	.14	150	.09
EBL	1.5		90		60	
EBT	0.5	3200	10	.03*	10	.02*
EBR	1	1600	650	.41	250	.16
WBL	0	0	170		110	
WBT	1	1600	130	.19*	70	.11*
WBR	1	1600	10	.01	40	.03
Right Turn Adjustment			EBR	.22*	EBR	.08*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.83** **.43**

58. Kimball & Telegraph

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	180	.06*	160	.05*
NBT	2	3200	160	.05	290	.09
NBR	1	1600	90	.06	170	.11
SBL	1	1600	30	.02	60	.04
SBT	2	3200	280	.09*	300	.09*
SBR	1	1600	30	.02	40	.03
EBL	1	1600	30	.02*	50	.03
EBT	2	3200	230	.07	630	.20*
EBR	1	1600	70	.04	240	.15
WBL	2	3200	230	.07	160	.05*
WBT	2	3200	410	.13*	320	.10
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.30** **.39**

60. Ramelli & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	20	.01*
NBT	1	1600	0	.00	10	.01
NBR	1	1600	210	.13	560	.35
SBL	1	1600	0	.00	0	.00
SBT	1	1600	0	.01*	10	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	3	4800	350	.08	1490	.33*
EBR	0	0	40		80	
WBL	1	1600	450	.28	250	.16*
WBT	3	4800	1740	.36*	1180	.25
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.21*

TOTAL CAPACITY UTILIZATION **.39** **.72**

61. Montgomery & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	280	.18*	70	.04*
NBT	1	1600	80	.05	20	.01
NBR	d	1600	20	.01	130	.08
SBL	1	1600	20	.01	10	.01
SBT	1	1600	60	.04*	30	.02*
SBR	1	1600	90	.06	20	.01
EBL	1	1600	10	.01*	40	.03
EBT	2	3200	510	.16	780	.24*
EBR	d	1600	80	.05	130	.08
WBL	1	1600	90	.06	70	.04*
WBT	2	3200	1120	.35*	690	.22
WBR	1	1600	10	.01	20	.01
Right Turn Adjustment			SBR	.01*		

TOTAL CAPACITY UTILIZATION **.59** **.34**

63. Petit & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	150	.09
NBT	1	1600	40	.10	60	.19*
NBR	0	0	120		250	
SBL	1	1600	40	.03	30	.02*
SBT	1	1600	70	.04*	50	.03
SBR	1	1600	120	.08	70	.04
EBL	1	1600	80	.05*	90	.06
EBT	2	3200	320	.10	760	.24*
EBR	d	1600	90	.06	250	.16
WBL	1	1600	150	.09	210	.13*
WBT	2	3200	760	.24*	540	.17
WBR	d	1600	20	.01	50	.03

TOTAL CAPACITY UTILIZATION **.44** **.58**

65. Sanjon & Thompson

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	510	.16*	510	.16*
NBT	0	0	0		0	
NBR	1	1600	180	.11	210	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	480	.24*	690	.31*
EBR	0	0	280		290	
WBL	1	1600	140	.09*	140	.09*
WBT	2	3200	530	.17	770	.24
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.49** **.56**

68. Seaward & Thompson

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.08	220	.14*
NBT	2	3200	470	.15*	490	.15
NBR	d	1600	220	.14	170	.11
SBL	1	1600	100	.06*	60	.04
SBT	2	3200	350	.11	370	.12*
SBR	d	1600	60	.04	90	.06
EBL	1	1600	80	.05	90	.06
EBT	2	3200	660	.23*	780	.28*
EBR	0	0	70		110	
WBL	2	3200	200	.06*	260	.08*
WBT	2	3200	430	.13	760	.24
WBR	1	1600	40	.03	60	.04

TOTAL CAPACITY UTILIZATION **.50** **.62**

71. Sanjon & Harbor

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	180	.11*	380	.24*
SBT	0	0	0		0	
SBR	1	1600	80	.05	120	.08
EBL	1	1600	60	.04*	120	.08*
EBT	1	1600	260	.16	470	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	250	.16*	570	.36*
WBR	1	1600	470	.29	250	.16
Right Turn Adjustment			WBR	.05*		

TOTAL CAPACITY UTILIZATION **.36** **.68**

75. Ashwood & Telegraph

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03	40	.03
NBT	1	1600	60	.04*	90	.06*
NBR	d	1600	60	.04	70	.04
SBL	1	1600	80	.05*	160	.10*
SBT	1	1600	40	.03	60	.04
SBR	1	1600	130	.08	140	.09
EBL	1	1600	80	.05*	180	.11
EBT	2	3200	550	.17	890	.28*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	70	.04*
WBT	2	3200	550	.17*	610	.19
WBR	d	1600	110	.07	100	.06

TOTAL CAPACITY UTILIZATION **.31** **.48**

77. Day & Telegraph

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	270	.08*	350	.11*
SBT	0	0	0		0	
SBR	1	1600	80	.05	100	.06
EBL	1	1600	100	.06*	60	.04
EBT	2	3200	530	.17	960	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	940	.29*	810	.25
WBR	d	1600	320	.20	290	.18

TOTAL CAPACITY UTILIZATION **.43** **.41**

85. Victoria & Olivas Park

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21	580	.18*
NBT	3	4800	1910	.40*	1800	.38
NBR	1	1600	540	.34	450	.28
SBL	2	3200	490	.15*	230	.07
SBT	3	4800	1510	.31	1640	.34*
SBR	f		40		90	
EBL	2	3200	130	.04	170	.05
EBT	2	3200	160	.05*	230	.07*
EBR	f		200		960	
WBL	1	1600	130	.08*	360	.23*
WBT	2	3200	50	.02	380	.12
WBR	f		120		220	

TOTAL CAPACITY UTILIZATION **.68** **.82**

86. Telephone & Olivas Park

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	2	3200	380	.12*	950	.30*
SBT	1	1600	10	.01	10	.01
SBR	d	1600	150	.09	680	.43
EBL	2	3200	480	.15*	400	.13*
EBT	2	3200	210	.07	280	.09
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	2	3200	170	.05*	270	.08*
WBR	1	1600	570	.36	740	.46
Right Turn Adjustment			WBR	.22*	Multi	.17*

TOTAL CAPACITY UTILIZATION **.56** **.70**

91. Johnson & Ralston

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.07*	130	.08*
NBT	2	3200	480	.15	810	.25
NBR	d	1600	40	.03	170	.11
SBL	1	1600	50	.03	60	.04
SBT	2	3200	810	.25*	910	.28*
SBR	d	1600	90	.06	50	.03
EBL	1	1600	40	.03*	80	.05
EBT	1	1600	110	.07	240	.15*
EBR	d	1600	100	.06	270	.17
WBL	1	1600	130	.08	60	.04*
WBT	1	1600	280	.18*	90	.06
WBR	d	1600	90	.06	50	.03

TOTAL CAPACITY UTILIZATION **.53** **.55**

92. Johnson & Bristol

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	80	.05*
NBT	2	3200	520	.16	1010	.32
NBR	f		190		1120	
SBL	1	1600	10	.01	10	.01
SBT	2	3200	1060	.33*	1170	.37*
SBR	0	0	10		20	
EBL	1	1600	10	.01	30	.02
EBT	1	1600	30	.02*	290	.18*
EBR	1	1600	130	.08	200	.13
WBL	2	3200	990	.31*	510	.16*
WBT	1	1600	260	.16	160	.10
WBR	d	1600	30	.02	10	.01
Right Turn Adjustment			EBR	.04*		

TOTAL CAPACITY UTILIZATION **.72** **.76**

94. Johnson & North Bank

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	70	.04*
NBT	3	4800	170	.04	520	.11
NBR	d	1600	20	.01	180	.11
SBL	1	1600	10	.01	70	.04
SBT	3	4800	1590	.38*	1450	.34*
SBR	0	0	230		170	
EBL	2.5		450	.09*	1790	.37*
EBT	1.5	6400	70	.04	350	.22
EBR	1	1600	440	.28	320	.20
WBL	1.5		150		240	
WBT	1.5	4800	80	.05*	140	.08*
WBR	1	1600	20	.01	80	.05
Right Turn Adjustment			EBR	.16*		

TOTAL CAPACITY UTILIZATION **.72** **.83**

95. Bristol & Ramelli

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01*
NBT	1	1600	30	.03*	10	.02
NBR	0	0	10		20	
SBL	1	1600	10	.01*	30	.02
SBT	1	1600	20	.01	40	.03*
SBR	1	1600	270	.17	150	.09
EBL	1	1600	10	.01*	170	.11*
EBT	2	3200	200	.07	670	.21
EBR	0	0	10		10	
WBL	1	1600	20	.01	10	.01
WBT	2	3200	880	.29*	390	.13*
WBR	0	0	60		30	
Right Turn Adjustment			SBR	.13*		

TOTAL CAPACITY UTILIZATION **.47** **.28**

96. Montgomery & North Bank

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	40	.03*	130	.08*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	370	.23	180	.11
EBL	1	1600	100	.06*	320	.20*
EBT	2	3200	110	.03	390	.12
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	460	.29*	270	.17*
WBR	d	1600	210	.13	80	.05
Right Turn Adjustment			SBR	.13*		

TOTAL CAPACITY UTILIZATION **.54** **.47**

100. Saticoy & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11	130	.08*
NBT	1	1600	210	.13*	150	.09
NBR	1	1600	120	.08	90	.06
SBL	1	1600	200	.13*	100	.06
SBT	1	1600	120	.08	140	.09*
SBR	1	1600	250	.16	160	.10
EBL	1	1600	110	.07*	190	.12*
EBT	2	3200	210	.07	640	.20
EBR	1	1600	100	.06	180	.11
WBL	1	1600	80	.05	110	.07
WBT	2	3200	330	.14*	450	.16*
WBR	0	0	130		60	

TOTAL CAPACITY UTILIZATION **.47** **.45**

101. Saticoy & Telegraph

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	180		80	
NBT	1	1600	90	.20*	60	.11*
NBR	0	0	50		30	
SBL	0	0	10		20	
SBT	1	1600	70	.09*	50	.06*
SBR	0	0	60		20	
EBL	1	1600	20	.01	20	.01
EBT	1	1600	210	.19*	450	.37*
EBR	0	0	100		140	
WBL	1	1600	50	.03*	30	.02*
WBT	1	1600	290	.18	290	.18
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.51** **.56**

102. Wells & Telegraph

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	280	.18*
NBT	1	1600	170	.11	340	.21
NBR	1	1600	60	.04	240	.15
SBL	1	1600	10	.01	10	.01
SBT	1	1600	320	.20*	230	.14*
SBR	1	1600	50	.03	30	.02
EBL	1	1600	20	.01	50	.03
EBT	1	1600	50	.17*	210	.29*
EBR	0	0	220		250	
WBL	1	1600	320	.20*	130	.08*
WBT	1	1600	170	.11	110	.08
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.68** **.69**

104. Wells & SR 126 EB Ramps

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	920	.19	1460	.30
NBR	f		590		1590	
SBL	0	0	0		0	
SBT	3	4800	2670	.56*	1770	.37*
SBR	f		90		50	
EBL	1	1600	100	.06*	340	.21*
EBT	0	0	0		0	
EBR	1	1600	170	.11	630	.39
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.05*	EBR	.18*

TOTAL CAPACITY UTILIZATION **.67** **.76**

105. Wells & Darling

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1290	.27	2880	.60*
NBR	d	1600	60	.04	170	.11
SBL	1	1600	130	.08	350	.22*
SBT	3	4800	2430	.51*	1900	.40
SBR	d	1600	10	.01	10	.01
EBL	0	0	80		40	
EBT	1	1600	30	.13*	40	.08*
EBR	0	0	90		40	
WBL	1	1600	60	.04*	280	.18*
WBT	1	1600	30	.06	40	.15
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.70** **1.08**

106. Wells & Telephone

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	410	.13
NBT	3	4800	1270	.27	2940	.63*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	2500	.52*	1980	.41
SBR	1	1600	140	.09	420	.26
EBL	1.5		160	{.05}*	240	{.08}*
EBT	0.5	3200	0	.05	0	.08
EBR	2	3200	560	.18	540	.17
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.04*		

TOTAL CAPACITY UTILIZATION **.73** **.74**

114. California & Thompson

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40		40	
NBT	0.5	3200	10	.02*	30	.02*
NBR	1	1600	50	.03	70	.04
SBL	1.5		130		170	
SBT	1.5	4800	70	.05*	170	.07*
SBR	0		20		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	830	.31*	940	.33*
EBR	0	0	150		100	
WBL	1	1600	60	.04*	80	.05*
WBT	2	3200	320	.10	390	.14
WBR	0	0	10		60	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.42** **.47**

115. Chestnut & Thompson

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	30	.02	80	.05
SBT	1	1600	260	.17*	320	.22*
SBR	0	0	10		30	
EBL	1	1600	20	.01	20	.01
EBT	2	3200	560	.18*	680	.21*
EBR	f		390		520	
WBL	1	1600	210	.13*	210	.13*
WBT	2	3200	460	.15	630	.22
WBR	0	0	30		70	

TOTAL CAPACITY UTILIZATION **.49** **.57**

120. Ventura & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	50	.03
NBT	1	1600	350	.22*	690	.43*
NBR	1	1600	20	.01	40	.03
SBL	1	1600	120	.08*	110	.07*
SBT	1	1600	370	.23	390	.24
SBR	1	1600	60	.04	50	.03
EBL	1	1600	30	.02	150	.09*
EBT	1	1600	160	.10*	310	.19
EBR	d	1600	30	.02	40	.03
WBL	1	1600	10	.01*	20	.01
WBT	1	1600	100	.06	190	.12*
WBR	1	1600	160	.10	130	.08

TOTAL CAPACITY UTILIZATION **.41** **.71**

132. Ventura & Stanley

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	330	.21*	300	.19*
NBT	1	1600	270	.17	360	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	470	.29*	380	.24*
SBR	1	1600	510	.32	370	.23
EBL	1	1600	380	.24*	660	.41*
EBT	0	0	0		0	
EBR	1	1600	230	.14	140	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.74** **.84**

136. US 101 SB Ramps & Valentine

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		360	.11*	420	.13*
SBT	0	4800	0		0	
SBR	1.5		90	.06	20	
EBL	1	1600	40	.03*	440	.28*
EBT	2	3200	260	.08	780	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	980	.31*	390	.12*
WBR	f		930		930	

TOTAL CAPACITY UTILIZATION **.45** **.53**

138. Johnson & US 101 SB Ramps

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	700	.44*
NBT	1	1600	130	.08	500	.31
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	620	.39*	410	.26*
SBR	f		1540		1640	
EBL	1	1600	110	.07*	260	.16*
EBT	0	0	0		0	
EBR	1	1600	120	.08	90	.06
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.56** **.86**

160. Victoria & US 101 NB Ramps

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	550	.17*	520	.16*
NBT	3	4800	1420	.30	1960	.41
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2860	.45*	2340	.37*
SBR	1	1600	130	.08	360	.23
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	690	.22*	500	.16*
WBT	0	0	0		0	
WBR	3	4800	980	.20	1230	.26
Right Turn Adjustment					WBR	.01*

TOTAL CAPACITY UTILIZATION **.84** **.70**

161. Victoria & Valentine

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08*	200	.06*
NBT	3	4800	1720	.36	2130	.45
NBR	0	0	20		50	
SBL	1	1600	40	.03	50	.03
SBT	2	3200	1660	.52*	1600	.50*
SBR	f		1790		1210	
EBL	2.5		380		770	
EBT	0.5	4800	50	.09*	20	.16*
EBR	1	1600	230	.14	410	.26
WBL	0	0	20		20	
WBT	1	1600	10	.02*	30	.03*
WBR	1	1600	80	.05	100	.06
Right Turn Adjustment					EBR	.04*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

TOTAL CAPACITY UTILIZATION **.71** **.79**

162. California & Harbor

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	210	.13*	320	.20*
SBT	0	0	0		0	
SBR	1	1600	40	.03	60	.04
EBL	1	1600	20	.01	80	.05*
EBT	1	1600	230	.14*	250	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	160	.07	230	.11*
WBR	0	0	50		120	

TOTAL CAPACITY UTILIZATION **.27** **.36**

163. Santa Clara & Main

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	260	.08	220	.07
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	340	.11*	470	.15*
EBR	0	0	10		10	
WBL	1	1600	150	.09*	160	.10*
WBT	2	3200	360	.12	480	.16
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.25** **.29**

164. Seaward & Poli

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	160		160	
NBT	1	1600	0	.19*	0	.21*
NBR	0	0	140		180	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	150	.09*	360	.23*
EBR	d	1600	80	.05	140	.09
WBL	1	1600	250	.16*	110	.07*
WBT	1	1600	160	.10	310	.19
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.44** **.51**

165. Seaward & Harbor

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	70	.04
NBT	2	3200	360	.12*	310	.12*
NBR	0	0	30		60	
SBL	2	3200	560	.18*	600	.19*
SBT	2	3200	190	.06	320	.10
SBR	1	1600	300	.19	470	.29
EBL	2	3200	400	.13*	350	.11
EBT	2	3200	590	.19	1170	.38*
EBR	0	0	20		50	
WBL	1	1600	10	.01	30	.02*
WBT	2	3200	270	.08*	450	.14
WBR	2	3200	910	.28	1180	.37
Right Turn Adjustment			WBR	.06*		

TOTAL CAPACITY UTILIZATION **.57** **.71**

166. College & Telegraph

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.06*	0	.08*
NBR	0	0	50		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	630	.22*	960	.32*
EBR	0	0	70		70	
WBL	1	1600	120	.08*	50	.03*
WBT	2	3200	700	.22	710	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.36** **.43**

168. Day & Foothill

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	210	.13*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	320	.20
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	490	.44*	470	.45*
EBR	0	0	210		250	
WBL	1	1600	300	.19*	250	.16*
WBT	1	1600	410	.31	440	.31
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.80** **.78**

169. Kimball & Foothill

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	360	.23*	250	.16*
NBT	0	0	0		0	
NBR	1	1600	30	.02	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	210	.37*	420	.48*
EBR	0	0	380		340	
WBL	1	1600	50	.03*	30	.02*
WBT	1	1600	580	.36	230	.14
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.63** **.66**

170. Petit & Foothill

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		10	
NBT	1	1600	0	.04*	0	.03*
NBR	0	0	10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	180	.11	250	.16*
EBR	1	1600	30	.02	20	.01
WBL	0	0	10		10	{.01}*
WBT	1	1600	520	.33*	220	.14
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.37** **.20**

171. Saticoy & Foothill

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	130		50	
NBT	1	1600	0	.09*	0	.04*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	160	.13	340	.28*
EBR	0	0	50		100	
WBL	0	0	20		20	{.01}*
WBT	1	1600	440	.29*	220	.15
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.38** **.33**

172. Wells & Foothill

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	170	.11*
NBT	0	0	10		10	
NBR	1	1600	40	.03	80	.05
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	50	.04	200	.13*
EBR	1	1600	120	.08	140	.09
WBL	0	0	80		30	{.02}*
WBT	1	1600	290	.24*	60	.06
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.36** **.28**

173. Victoria & SR 126 WB Ramps

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1550	.36	2660	.62*
NBR	0	0	200		320	
SBL	0	0	0		0	
SBT	3	4800	2320	.54*	2000	.45
SBR	0	0	260		170	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	590	.37	450	.28
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	290	.18	160	.10
Right Turn Adjustment			Multi	.41*	Multi	.25*

TOTAL CAPACITY UTILIZATION **.95** **.87**

174. Petit & Telegraph

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	40	.03*
NBT	1	1600	20	.01	10	.01
NBR	1	1600	10	.01	10	.01
SBL	1	1600	20	.01	20	.01
SBT	1	1600	10	.03*	20	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	310	.10	630	.20
EBR	1	1600	60	.04	90	.06
WBL	1	1600	10	.01	10	.01
WBT	1	1600	560	.35*	340	.21*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.44** **.28**

175. Ventura & North Bank

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	80		50	
SBT	1	1600	0	.10*	0	.11*
SBR	0	0	80		130	
EBL	1	1600	180	.11*	550	.34
EBT	2	3200	930	.29	2500	.78*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	340	.21*	370	.23
WBR	1	1600	50	.03	30	.02

TOTAL CAPACITY UTILIZATION **.42** **.89**

176. Saticoy & Darling

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1600	160	.11	250	.16*
NBR	1	1600	110	.07	20	.01
SBL	0	0	60		10	{.01}*
SBT	1	1600	260	.20*	200	.13
SBR	1	1600	80	.05	80	.05
EBL	0	0	70		50	
EBT	1	1600	80	.12*	60	.09*
EBR	0	0	40		40	
WBL	0	0	60	{.04}*	40	{.02}*
WBT	1	1600	20	.07	70	.08
WBR	0	0	30		20	

TOTAL CAPACITY UTILIZATION **.37** **.28**

177. Wells & SR 126 WB Ramps

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	560	.18	1390	.43*
NBR	f		430		400	
SBL	0	0	0		0	
SBT	2	3200	1070	.33*	780	.24
SBR	f		460		210	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1690		1040	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	190	.12	110	.07
Right Turn Adjustment			WBR	.01*	WBR	.07*

TOTAL CAPACITY UTILIZATION **.34** **.50**

178. SR-33 Ramps & Stanley

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	690	.43	830	.52
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	280	.18	180	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	690	.43*	900	.56*
WBR	f		180		180	
Right Turn Adjustment			NBR	.24*	NBR	.18*

TOTAL CAPACITY UTILIZATION **.67** **.74**

179. SR-33 Ramps & Shell

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	700		680	
SBT	1	1600	0	.46*	0	.44*
SBR	0	0	30		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	140	.09	110	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	720	.49*	740	.53*
WBR	0	0	70		110	

TOTAL CAPACITY UTILIZATION **.96** **.98**

180. Estates & Telegraph

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	50	.03
NBT	1	1600	10	.05*	10	.06*
NBR	0	0	70		80	
SBL	0	0	10	{.01}*	10	{.01}*
SBT	1	1600	10	.02	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	2	3200	560	.18	900	.28*
EBR	d	1600	50	.03	60	.04
WBL	1	1600	30	.02	90	.06*
WBT	2	3200	650	.20*	830	.26
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.27** **.41**

181. Ventura & Ramona

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	50	.03
NBT	1	1600	360	.24*	630	.41*
NBR	0	0	20		20	
SBL	1	1600	80	.05*	80	.05*
SBT	1	1600	390	.26	470	.31
SBR	0	0	20		30	
EBL	0	0	20	{.01}*	30	{.02}*
EBT	1	1600	10	.03	20	.04
EBR	0	0	10		20	
WBL	0	0	10		20	
WBT	1	1600	20	.03*	30	.04*
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.33** **.52**

182. Olive & Main St

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	580	.36*	460	.29*
SBT	1	1600	20	.06	30	.08
SBR	0	0	80		90	
EBL	0	0	80	{.05}*	280	
EBT	1	1600	80	.10	220	.31*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	170	.11*	170	.11
WBR	1	1600	200	.13	450	.28

TOTAL CAPACITY UTILIZATION **.53** **.62**

190. Petit Av & North Bank Dr

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	30	.02*	80	.05*
SBT	0	0	0		0	
SBR	1	1600	250	.16	240	.15
EBL	1	1600	60	.04*	300	.19*
EBT	2	3200	60	.02	140	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	110	.03*	80	.03*
WBR	d	1600	70	.04	40	.03
Right Turn Adjustment			SBR	.11*		
TOTAL CAPACITY UTILIZATION				**.20**		**.27**

191. Saticoy Av & North Bank Dr

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01
NBT	1	1600	30	.03	20	.02*
NBR	0	0	20		10	
SBL	1	1600	20	.01	60	.04*
SBT	1	1600	10	.03*	40	.04
SBR	0	0	30		30	
EBL	1	1600	20	.01	40	.03*
EBT	2	3200	90	.03*	80	.03
EBR	d	1600	0	.00	10	.01
WBL	1	1600	0	.00	10	.01
WBT	2	3200	40	.01	80	.03*
WBR	d	1600	60	.04	150	.09
Right Turn Adjustment			WBR	.01*	WBR	.03*
TOTAL CAPACITY UTILIZATION				**.08**		**.15**

192. Los Angeles Av & North Bank

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	190	.12
NBT	3	4800	1450	.30	3130	.65*
NBR	d	1600	20	.01	70	.04
SBL	1	1600	110	.07	170	.11*
SBT	3	4800	2810	.59*	2280	.48
SBR	d	1600	150	.09	80	.05
EBL	1	1600	50	.03*	120	.08*
EBT	1	1600	10	.01	20	.01
EBR	1	1600	140	.09	160	.10
WBL	1	1600	50	.03	60	.04
WBT	1	1600	20	.01*	20	.01*
WBR	1	1600	100	.06	170	.11
Right Turn Adjustment			EBR	.03*	WBR	.02*
TOTAL CAPACITY UTILIZATION				**.72**		**.87**

193. Saticoy Av & A St

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	270	.17*	140	.09
NBR	1	1600	10	.01	30	.02
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	230	.14	190	.12*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	20	.01*	10	.01*
WBT	0	0	0		0	
WBR	1	1600	20	.01	10	.01
TOTAL CAPACITY UTILIZATION				**.19**		**.13**

194. Wells Rd & A St

2025 Scenario 6 w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	130	.08
NBT	2	3200	430	.15	900	.33*
NBR	0	0	50		170	
SBL	1	1600	10	.01	40	.03*
SBT	2	3200	870	.28*	650	.21
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	1	1600	10	.01*	10	.01*
EBR	1	1600	120	.08	60	.04
WBL	1	1600	150	.09*	80	.05*
WBT	1	1600	10	.03	10	.01
WBR	0	0	40		0	
Right Turn Adjustment			EBR	.05*		
TOTAL CAPACITY UTILIZATION				**.45**		**.42**

NON-COMMITTED IMPROVEMENTS

105. Wells & Darling

2025 Scenario 6 w/Non-Committed Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1290	.27	2880	.60*
NBR	d	1600	60	.04	170	.11
SBL	2	3200	130	.04	350	.11*
SBT	3	4800	2430	.51*	1900	.40
SBR	d	1600	10	.01	10	.01
EBL	1	1600	80	.05*	40	.03*
EBT	1	1600	30	.08	40	.05
EBR	0	0	90		40	
WBL	2	3200	60	.02	280	.09
WBT	1	1600	30	.06*	40	.15*
WBR	0	0	70		200	

TOTAL CAPACITY UTILIZATION **.64** **.89**

SCENARIO 6
(ALTERNATIVE NETWORK)

1. Victoria & Foothill

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	250	.16*
NBT	1	1600	20	.01	60	.04
NBR	1	1600	110	.07	60	.04
SBL	1	1600	10	.01	10	.01
SBT	1	1600	60	.04*	20	.01*
SBR	1	1600	40	.03	10	.01
EBL	1	1600	10	.01*	190	.12
EBT	1	1600	360	.23	540	.34*
EBR	1	1600	250	.16	30	.02
WBL	2	3200	140	.04	170	.05*
WBT	1	1600	630	.39*	390	.24
WBR	d	1600	10	.01	20	.01

TOTAL CAPACITY UTILIZATION **.53** **.56**

2. Victoria & Loma Vista

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	240	.15*
NBT	2	3200	210	.07	360	.11
NBR	d	1600	30	.02	50	.03
SBL	1	1600	40	.03	20	.01
SBT	2	3200	380	.12*	200	.06*
SBR	d	1600	50	.03	10	.01
EBL	0	0	80		20	
EBT	1	1600	90	.29*	220	.29*
EBR	0	0	300		220	
WBL	0	0	70	{.04}*	110	{.07}*
WBT	1	1600	190	.20	210	.22
WBR	0	0	60		30	

TOTAL CAPACITY UTILIZATION **.56** **.57**

3. Victoria & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18	1020	.32*
NBT	2	3200	490	.15*	710	.22
NBR	1	1600	210	.13	230	.14
SBL	1	1600	260	.16*	140	.09
SBT	3	4800	480	.10	480	.10*
SBR	d	1600	50	.03	30	.02
EBL	1	1600	60	.04	40	.03
EBT	1.5	4800	480	{.17}*	780	{.25}*
EBR	1.5		590		810	
WBL	2	3200	270	.08*	240	.08*
WBT	2	3200	650	.20	520	.16
WBR	d	1600	70	.04	80	.05

TOTAL CAPACITY UTILIZATION **.56** **.75**

4. Victoria & Woodland

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	50	.03
NBT	3	4800	1340	.31	1800	.39*
NBR	0	0	150		90	
SBL	1	1600	10	.01	30	.02*
SBT	3	4800	1380	.29*	1540	.32
SBR	0	0	30		10	
EBL	0	0	20		20	
EBT	1	1600	20	.10*	20	.04*
EBR	0	0	120		20	
WBL	1.5		370		130	
WBT	0.5	3200	20	.13*	20	.06*
WBR	0		30		30	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.51**

5. Victoria & SR 126 SB Ramps

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1250	.20	2210	.36*
NBR	0	0	50		70	
SBL	0	0	0		0	
SBT	4	6400	1900	.32*	1500	.26
SBR	0	0	130		180	
EBL	1.5		300		240	
EBT	0.5	3200	170	.15*	100	.11*
EBR	1	1600	240	.15	220	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	160	.10	360	.23
Right Turn Adjustment			WBR	.01*	WBR	.23*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.48** **.70**

6. Victoria & Thille

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	60	.04
NBT	4	6400	1170	.24*	2040	.33*
NBR	0	0	450	.28	50	
SBL	1	1600	170	.11*	40	.03*
SBT	4	6400	1570	.29	1540	.27
SBR	0	0	310		180	
EBL	1.5		240		320	
EBT	0.5	3200	30	.08*	10	.10*
EBR	1	1600	130	.08	190	.12
WBL	1	1600	30	.02	90	.06
WBT	1	1600	10	.02*	100	.11*
WBR	0	0	20		80	
Right Turn Adjustment			NBR	.02*		

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.47** **.57**

7. Victoria & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	300	.09*	320	.10
NBT	4	6400	1210	.23	1350	.27*
NBR	0	0	280		390	
SBL	2	3200	200	.06	200	.06*
SBT	4	6400	1380	.22*	1140	.18
SBR	1	1600	250	.16	400	.25
EBL	2	3200	330	.10*	520	.16
EBT	3	4800	390	.09	1170	.27*
EBR	0	0	60		110	
WBL	2	3200	570	.18	560	.18*
WBT	3	4800	950	.20*	770	.16
WBR	1	1600	120	.08	290	.18

TOTAL CAPACITY UTILIZATION **.61** **.78**

8. Victoria & Ralston

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	250	.16*	400	.25*
NBT	4	6400	1410	.24	1850	.35
NBR	0	0	100		360	
SBL	1	1600	100	.06	190	.12
SBT	4	6400	1760	.29*	1850	.31*
SBR	0	0	120		120	
EBL	1	1600	40	.03	170	.11
EBT	1	1600	110	.07*	230	.14*
EBR	1	1600	210	.13	310	.19
WBL	1	1600	360	.23*	160	.10*
WBT	1	1600	210	.13	110	.07
WBR	1	1600	120	.08	120	.08

TOTAL CAPACITY UTILIZATION **.75** **.80**

10. Victoria & Moon

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	190	.12
NBT	4	6400	1840	.31	2230	.40*
NBR	0	0	130		340	
SBL	1	1600	30	.02	100	.06*
SBT	4	6400	2020	.32*	1960	.34
SBR	0	0	10		220	
EBL	1	1600	30	.02	70	.04
EBT	1	1600	70	.04*	90	.06*
EBR	1	1600	20	.01	150	.09
WBL	1	1600	290	.18*	150	.09*
WBT	1	1600	120	.08	60	.04
WBR	1	1600	50	.03	50	.03

TOTAL CAPACITY UTILIZATION **.56** **.61**

14. Hill & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		40	
NBT	1	1600	150	.13*	160	.21*
NBR	0	0	10		130	
SBL	1	1600	60	.04*	90	.06*
SBT	1	1600	30	.02	120	.08
SBR	1	1600	480	.30	500	.31
EBL	1	1600	280	.18*	370	.23*
EBT	3	4800	390	.09	1370	.30
EBR	0	0	40		60	
WBL	1	1600	260	.16	30	.02
WBT	3	4800	1280	.32*	730	.16*
WBR	0	0	240		30	
Right Turn Adjustment			SBR	.02*		

TOTAL CAPACITY UTILIZATION **.69** **.66**

15. Johnson & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	300	.09*	140	.04
NBT	2	3200	680	.22	1200	.38*
NBR	0	0	20		10	
SBL	1	1600	30	.02	130	.08*
SBT	2	3200	970	.30*	960	.30
SBR	d	1600	380	.24	150	.09
EBL	1	1600	80	.05*	340	.21*
EBT	3	4800	180	.06	940	.25
EBR	0	0	110	.07	250	
WBL	1	1600	10	.01	80	.05
WBT	3	4800	1310	.29*	550	.12*
WBR	0	0	70		40	

TOTAL CAPACITY UTILIZATION **.73** **.79**

18. Seaward & US 101 NB Ramps

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	550	.17*	590	.18*
NBT	2	3200	870	.27	910	.28
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	720	.23*	950	.30*
SBR	1	1600	240	.15	250	.16
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	380	.12*	400	.13*
WBT	0	0	0		0	
WBR	2	3200	380	.12	450	.14

TOTAL CAPACITY UTILIZATION **.52** **.61**

19. Monmouth/US 101 SB & Harbor

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		20		30	
NBT	1.5	3200	30	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		630		990	
SBT	0.5	3200	40	.21*	70	.34*
SBR	0		10		40	
EBL	1	1600	120	.08*	140	.09*
EBT	2	3200	370	.12	410	.14
EBR	0	0	20		40	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	370	.23*	560	.35*
WBR	1	1600	300	.19	300	.19

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.55** **.81**

20. Harbor & Olivas Park

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	140	.09*
NBT	2	3200	930	.29*	1090	.34
NBR	1	1600	390	.24	200	.13
SBL	2	3200	170	.05*	170	.05
SBT	2	3200	720	.23	1190	.37*
SBR	1	1600	140	.09	110	.07
EBL	1	1600	70	.04*	160	.10
EBT	2	3200	140	.04	210	.07*
EBR	d	1600	70	.04	130	.08
WBL	1	1600	50	.03	420	.26*
WBT	2	3200	110	.03*	140	.04
WBR	f		50		380	

TOTAL CAPACITY UTILIZATION **.41** **.79**

23. Mills & Loma Vista

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370	{.14}*	280	{.09}*
NBT	0.5	3200	70	.14	20	.09
NBR	1	1600	40	.03	80	.05
SBL	1	1600	40	.03	20	.01
SBT	1	1600	40	.04*	20	.03*
SBR	0	0	20		20	
EBL	1	1600	20	.01*	10	.01
EBT	2	3200	350	.11	620	.19*
EBR	d	1600	310	.19	520	.33
WBL	1	1600	80	.05	80	.05*
WBT	2	3200	470	.15*	400	.13
WBR	d	1600	60	.04	20	.01
Right Turn Adjustment					EBR	.07*

TOTAL CAPACITY UTILIZATION **.34** **.43**

24. Mills & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.13	140	.09
NBT	1	1600	420	.26*	250	.16*
NBR	1	1600	190	.12	350	.22
SBL	1	1600	60	.04*	150	.09*
SBT	2	3200	370	.12	460	.14
SBR	1	1600	20	.01	20	.01
EBL	1	1600	30	.02	30	.02
EBT	2	3200	360	.11*	590	.18*
EBR	1	1600	80	.05	140	.09
WBL	2	3200	250	.08*	210	.07*
WBT	2	3200	440	.15	460	.16
WBR	0	0	50		60	
Right Turn Adjustment					NBR	.01*

TOTAL CAPACITY UTILIZATION **.49** **.51**

25. Mills & Maple

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	80	.05
NBT	2	3200	980	.34*	780	.27*
NBR	0	0	100		90	
SBL	1	1600	50	.03*	110	.07*
SBT	2	3200	700	.23	880	.29
SBR	0	0	50		60	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	200		200	
WBT	1	1600	20	.14*	20	.14*
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.51** **.48**

26. Mills & Dean

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	160	.10*
NBT	2	3200	1200	.38*	880	.28
NBR	1	1600	260	.16	370	.23
SBL	1	1600	30	.02*	40	.03
SBT	2	3200	780	.25	920	.30*
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03
EBT	1	1600	20	.01*	30	.02*
EBR	1	1600	20	.01	250	.16
WBL	2	3200	380	.12*	250	.08*
WBT	1	1600	50	.05	50	.05
WBR	0	0	30		30	
Right Turn Adjustment					EBR	.06*

TOTAL CAPACITY UTILIZATION **.53** **.56**

27. Mills & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30		30	
NBT	1	1600	70	.06*	90	.08*
NBR	1	1600	330	.21	230	.14
SBL	2.5		1150		1310	
SBT	0.5	4800	70	.26*	90	.30*
SBR	0		40		30	
EBL	2	3200	100	.03*	90	.03*
EBT	4	6400	1030	.16	1050	.16
EBR	1	1600	20	.01	30	.02
WBL	2	3200	170	.05	350	.11
WBT	3	4800	1110	.23*	1350	.28*
WBR	2	3200	1400	.44	1350	.42
Right Turn Adjustment			Multi	.08*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.66** **.69**

28. US 101 NB Ramps & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	560	.18*	340	.11*
SBT	0	0	0		0	
SBR	3	4800	1700	.35	1370	.29
EBL	0	0	0		0	
EBT	3	4800	2190	.46*	2450	.51*
EBR	f		320		160	
WBL	2	3200	380	.12*	510	.16*
WBT	3	4800	980	.20	1690	.35
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.76** **.78**

29. SR 126 EB Ramps & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	250	.08	450	.14*
EBT	3	4800	2450	.51*	2610	.54
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1160	.24	2250	.47*
WBR	f		130		300	

TOTAL CAPACITY UTILIZATION **.51** **.61**

30. Callens & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180	{.06}*	630	{.20}*
NBT	0.5	3200	10	.06	10	.20
NBR	1	1600	40	.03	120	.08
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	4	6400	2140	.33*	2320	.36*
EBR	d	1600	300	.19	260	.16
WBL	2	3200	90	.03*	170	.05*
WBT	3	4800	1120	.24	1890	.40
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.44** **.63**

31. Donlon & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		160		590	
NBT	0	3200	0	.06*	0	.24*
NBR	0.5		30		170	
SBL	1.5		350		350	
SBT	0.5	3200	170	.16*	80	.13*
SBR	1	1600	180	.11	210	.13
EBL	0	0	0		0	
EBT	4	6400	1870	.29*	2290	.36*
EBR	d	1600	190	.12	210	.13
WBL	2	3200	90	.03*	250	.08*
WBT	3	4800	970	.20	1400	.29
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.54** **.81**

32. Telephone & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	250	.08	580	.18
NBT	2	3200	260	.08*	1170	.37*
NBR	1	1600	80	.05	290	.18
SBL	1.5		250	.16	570	
SBT	1.5	4800	1080	.34*	740	.27*
SBR	f		670		900	
EBL	2	3200	440	.14	710	.22
EBT	3	4800	1070	.22*	1370	.29*
EBR	f		350		450	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.93**

33. US 101 NB Ramps & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		650		530	
NBT	0.5	3200	30	.21*	80	.19*
NBR	1	1600	290	.18	400	.25
SBL	0.5		40		10	.01*
SBT	0	3200	0	.12*	0	
SBR	1.5		340		220	{.00}
EBL	1	1600	20	.01*	300	.19*
EBT	3	4800	720	.15	1980	.41
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1030	.22*	1470	.31*
WBR	0	0	10		20	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.70**

34. Portola & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	220	.07*	280	.09*
NBT	1	1600	10	.01	40	.03
NBR	1	1600	10	.01	70	.04
SBL	1	1600	30	.02	40	.03
SBT	1	1600	10	.01*	20	.01*
SBR	1	1600	130	.08	80	.05
EBL	1	1600	40	.03*	180	.11
EBT	3	4800	610	.13	1790	.37*
EBR	d	1600	220	.14	320	.20
WBL	1	1600	20	.01	80	.05*
WBT	3	4800	920	.20*	1010	.22
WBR	0	0	20		40	

Right Turn Adjustment SBR .05*

TOTAL CAPACITY UTILIZATION **.36** **.52**

35. Saratoga & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	20	.01
NBT	1	1600	10	.08*	60	.13*
NBR	0	0	110		150	
SBL	1	1600	40	.03*	40	.03*
SBT	1	1600	40	.03	30	.02
SBR	1	1600	10	.01	10	.01
EBL	1	1600	20	.01*	10	.01
EBT	3	4800	660	.14	1680	.35*
EBR	d	1600	40	.03	150	.09
WBL	1	1600	60	.04	90	.06*
WBT	3	4800	1000	.21*	1100	.24
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION **.33** **.57**

38. Telephone & Market

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09	180	.11
NBT	3	4800	540	.11*	900	.19*
NBR	d	1600	90	.06	90	.06
SBL	1	1600	510	.32*	160	.10*
SBT	3	4800	290	.06	690	.14
SBR	d	1600	180	.11	160	.10
EBL	1	1600	50	.03	220	.14*
EBT	1	1600	270	.17*	240	.15
EBR	1	1600	140	.09	300	.19
WBL	1	1600	50	.03*	170	.11
WBT	1	1600	120	.08	400	.25*
WBR	1	1600	120	.08	620	.39

Right Turn Adjustment WBR .06*

TOTAL CAPACITY UTILIZATION **.63** **.74**

42. Telephone & McGrath

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	220	.14*
NBT	3	4800	670	.14	910	.19
NBR	d	1600	280	.18	100	.06
SBL	1	1600	80	.05	70	.04
SBT	2	3200	300	.09*	1060	.33*
SBR	1	1600	60	.04	50	.03
EBL	1	1600	20	.01	70	.04
EBT	1	1600	60	.04*	30	.02*
EBR	1	1600	120	.08	320	.20
WBL	1	1600	70	.04*	280	.18*
WBT	1	1600	30	.02	90	.06
WBR	1	1600	60	.04	170	.11
Right Turn Adjustment					EBR	.07*

TOTAL CAPACITY UTILIZATION **.28** **.74**

45. Catalina & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	1	1600	30	.03*	10	.02*
NBR	0	0	10		20	
SBL	2	3200	240	.08*	70	.02*
SBT	1	1600	20	.04	10	.01
SBR	0	0	50		10	
EBL	0.5		30		20	{.01}*
EBT	1.5	3200	760	.25*	760	.25
EBR	0		10		10	
WBL	1	1600	10	.01*	50	.03
WBT	2	3200	500	.21	760	.28*
WBR	0	0	170		130	

TOTAL CAPACITY UTILIZATION **.37** **.33**

46. Seaward & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03	200	.13*
NBT	1	1600	170	.11*	180	.11
NBR	1	1600	300	.19	280	.18
SBL	1	1600	30	.02*	80	.05
SBT	1	1600	140	.09	90	.06*
SBR	1	1600	190	.12	80	.05
EBL	1	1600	120	.08	90	.06
EBT	2	3200	730	.23*	670	.21*
EBR	1	1600	150	.09	110	.07
WBL	0.5		100		190	
WBT	1.5	3200	520	.20*	700	.30*
WBR	0		20		70	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.56** **.70**

47. Main & Loma Vista

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	320	.10*	480	.15*
NBR	f		40		180	
SBL	1	1600	600	.38*	440	.28*
SBT	2	3200	560	.18	620	.20
SBR	0	0	10		20	
EBL	0	0	10		20	
EBT	1	1600	60	.04*	60	.05*
EBR	1	1600	10	.01	40	.03
WBL	0	0	50	{.03}*	130	{.08}*
WBT	1	1600	30	.05	40	.11
WBR	2	3200	380	.12	480	.15

TOTAL CAPACITY UTILIZATION **.55** **.56**

49. Main & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.18	630	
NBT	1.5	4800	590	.18*	680	.27*
NBR	f		150		80	
SBL	1.5		180	.11	260	.16
SBT	1.5	4800	470	.16*	700	.23*
SBR	0		40		50	
EBL	0	0	0		0	
EBT	2	3200	330	.10	440	.14
EBR	f		660		600	
WBL	0	0	0		0	
WBT	1.5	4800	360	.11*	480	.15*
WBR	1.5		120		210	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.45** **.65**

50. Emma & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1600	80	.05	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1020	.32*	1180	.37*
EBR	1	1600	60	.04	70	.04
WBL	1	1600	60	.04*	80	.05*
WBT	3	4800	950	.20	1480	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.40** **.44**

51. Lemon Grove & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		50	
NBT	1.5	3200	20	.03*	20	.03*
NBR	0		100	.06	40	
SBL	1.5		30		80	
SBT	0.5	3200	10	.01*	10	.03*
SBR	1	1600	70	.04	70	.04
EBL	1	1600	40	.03	60	.04
EBT	2	3200	1030	.32*	1090	.34*
EBR	d	1600	60	.04	70	.04
WBL	1	1600	30	.02*	30	.02*
WBT	3	4800	930	.20	1270	.27
WBR	0	0	50		50	
Right Turn Adjustment			NBR	.01*		

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.39** **.42**

53. Kimball & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	270	.08*	560	.18*
SBT	0	0	0		0	
SBR	2	3200	840	.26	440	.14
EBL	2	3200	120	.04*	450	.14*
EBT	3	4800	300	.06	960	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	870	.27*	660	.21*
WBR	1	1600	720	.45	370	.23
Right Turn Adjustment			Multi	.27*		

TOTAL CAPACITY UTILIZATION **.66** **.53**

55. Kimball & SR 126 EB Ramps

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1260	.26*	480	.10*
NBR	f		110		340	
SBL	1	1600	20	.01*	100	.06*
SBT	3	4800	1090	.23	590	.12
SBR	0	0	0		0	
EBL	2	3200	120	.04*	250	.08*
EBT	0	0	10		0	
EBR	f		250		670	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .31 .24

56. Kimball & SR 126 WB Ramps

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	680	.21*	280	.09*
NBT	3	4800	650	.14	330	.07
NBR	d	1600	40	.03	130	.08
SBL	1	1600	10	.01	10	.01
SBT	3	4800	290	.06*	360	.08*
SBR	d	1600	180	.11	100	.06
EBL	1.5		110		70	
EBT	0.5	3200	10	.04*	10	.03*
EBR	1	1600	710	.44	230	.14
WBL	0	0	110		100	
WBT	1	1600	120	.14*	70	.11*
WBR	1	1600	10	.01	40	.03

Right Turn Adjustment Multi .26* EBR .04*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .71 .35

58. Kimball & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	130	.04	90	.03*
NBT	2	3200	100	.03*	70	.02
NBR	1	1600	40	.03	60	.04
SBL	1	1600	60	.04*	100	.06
SBT	2	3200	60	.02	150	.05*
SBR	1	1600	40	.03	40	.03
EBL	1	1600	30	.02*	70	.04
EBT	2	3200	210	.07	760	.24*
EBR	1	1600	60	.04	210	.13
WBL	2	3200	60	.02	80	.03*
WBT	2	3200	550	.17*	330	.10
WBR	1	1600	40	.03	80	.05

TOTAL CAPACITY UTILIZATION .26 .35

60. Ramelli & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	20	.01*
NBT	1	1600	0	.00	10	.01
NBR	1	1600	200	.13	490	.31
SBL	1	1600	0	.00	0	.00
SBT	1	1600	0	.01*	10	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	3	4800	170	.04*	910	.21*
EBR	0	0	40		100	
WBL	1	1600	410	.26*	280	.18*
WBT	3	4800	1250	.26	780	.16
WBR	0	0	0		0	

Right Turn Adjustment NBR .15*

TOTAL CAPACITY UTILIZATION .33 .56

61. Montgomery & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	270	.17*	70	.04*
NBT	1	1600	80	.05	20	.01
NBR	d	1600	30	.02	110	.07
SBL	1	1600	20	.01	10	.01
SBT	1	1600	60	.04*	30	.02*
SBR	1	1600	90	.06	30	.02
EBL	1	1600	10	.01*	40	.03
EBT	2	3200	510	.16	790	.25*
EBR	d	1600	80	.05	140	.09
WBL	1	1600	90	.06	60	.04*
WBT	2	3200	1120	.35*	700	.22
WBR	1	1600	10	.01	20	.01
Right Turn Adjustment			SBR	.01*		

TOTAL CAPACITY UTILIZATION **.58** **.35**

63. Petit & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	160	.10
NBT	1	1600	40	.11	50	.19*
NBR	0	0	130		250	
SBL	1	1600	40	.03	30	.02*
SBT	1	1600	70	.04*	50	.03
SBR	1	1600	120	.08	70	.04
EBL	1	1600	80	.05*	90	.06
EBT	2	3200	310	.10	760	.24*
EBR	d	1600	100	.06	220	.14
WBL	1	1600	150	.09	220	.14*
WBT	2	3200	760	.24*	540	.17
WBR	d	1600	20	.01	50	.03

TOTAL CAPACITY UTILIZATION **.44** **.59**

65. Sanjon & Thompson

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	510	.16*	510	.16*
NBT	0	0	0		0	
NBR	1	1600	180	.11	210	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	470	.23*	680	.30*
EBR	0	0	280		280	
WBL	1	1600	130	.08*	140	.09*
WBT	2	3200	520	.16	770	.24
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.47** **.55**

68. Seaward & Thompson

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.08	190	.12*
NBT	2	3200	460	.14*	490	.15
NBR	d	1600	230	.14	170	.11
SBL	1	1600	90	.06*	60	.04
SBT	2	3200	340	.11	370	.12*
SBR	d	1600	60	.04	100	.06
EBL	1	1600	70	.04	90	.06
EBT	2	3200	660	.23*	780	.28*
EBR	0	0	70		100	
WBL	2	3200	190	.06*	260	.08*
WBT	2	3200	430	.13	760	.24
WBR	1	1600	40	.03	60	.04

TOTAL CAPACITY UTILIZATION **.49** **.60**

71. Sanjon & Harbor

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	170	.11*	370	.23*
SBT	0	0	0		0	
SBR	1	1600	80	.05	120	.08
EBL	1	1600	60	.04*	120	.08*
EBT	1	1600	260	.16	470	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	250	.16*	570	.36*
WBR	1	1600	470	.29	250	.16
Right Turn Adjustment			WBR	.05*		

TOTAL CAPACITY UTILIZATION **.36** **.67**

75. Ashwood & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	40	.03
NBT	1	1600	60	.04*	90	.06*
NBR	d	1600	60	.04	60	.04
SBL	1	1600	80	.05*	160	.10*
SBT	1	1600	50	.03	60	.04
SBR	1	1600	130	.08	150	.09
EBL	1	1600	90	.06*	160	.10
EBT	2	3200	510	.16	880	.28*
EBR	d	1600	20	.01	60	.04
WBL	1	1600	40	.03	70	.04*
WBT	2	3200	540	.17*	600	.19
WBR	d	1600	110	.07	100	.06

TOTAL CAPACITY UTILIZATION **.32** **.48**

77. Day & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	260	.08*	360	.11*
SBT	0	0	0		0	
SBR	1	1600	80	.05	100	.06
EBL	1	1600	100	.06*	60	.04
EBT	2	3200	540	.17	960	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	940	.29*	830	.26
WBR	d	1600	330	.21	290	.18

TOTAL CAPACITY UTILIZATION **.43** **.41**

85. Victoria & Olivas Park

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21	530	.17*
NBT	3	4800	1900	.40*	1840	.38
NBR	1	1600	540	.34	450	.28
SBL	2	3200	530	.17*	210	.07
SBT	3	4800	1540	.32	1620	.34*
SBR	f		50		90	
EBL	2	3200	130	.04	170	.05
EBT	2	3200	150	.05*	230	.07*
EBR	f		190		960	
WBL	1	1600	130	.08*	370	.23*
WBT	2	3200	40	.01	370	.12
WBR	f		110		210	

TOTAL CAPACITY UTILIZATION **.70** **.81**

86. Telephone & Olivas Park

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	2	3200	360	.11*	950	.30*
SBT	1	1600	10	.01	10	.01
SBR	d	1600	150	.09	670	.42
EBL	2	3200	480	.15*	400	.13*
EBT	2	3200	200	.06	280	.09
EBR	d	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	2	3200	170	.05*	270	.08*
WBR	1	1600	570	.36	680	.43
Right Turn Adjustment			WBR	.23*	Multi	.13*

TOTAL CAPACITY UTILIZATION **.56** **.66**

91. Johnson & Ralston

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	110	.07*
NBT	2	3200	760	.24	1180	.37
NBR	d	1600	20	.01	30	.02
SBL	1	1600	50	.03	50	.03
SBT	2	3200	1050	.33*	1140	.36*
SBR	d	1600	110	.07	90	.06
EBL	1	1600	40	.03*	140	.09
EBT	1	1600	90	.06	270	.17*
EBR	d	1600	70	.04	180	.11
WBL	1	1600	60	.04	50	.03*
WBT	1	1600	210	.13*	100	.06
WBR	d	1600	110	.07	70	.04

TOTAL CAPACITY UTILIZATION **.54** **.63**

92. Johnson & Bristol

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	80	.05*
NBT	2	3200	720	.23	1240	.39
NBR	f		240		1130	
SBL	1	1600	10	.01	10	.01
SBT	2	3200	1190	.38*	1290	.41*
SBR	0	0	10		20	
EBL	1	1600	10	.01	30	.02
EBT	1	1600	20	.01*	280	.18*
EBR	1	1600	130	.08	200	.13
WBL	2	3200	1050	.33*	560	.18*
WBT	1	1600	270	.17	160	.10
WBR	d	1600	10	.01	10	.01
Right Turn Adjustment			EBR	.05*		

TOTAL CAPACITY UTILIZATION **.79** **.82**

94. Johnson & North Bank

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03*	60	.04*
NBT	3	4800	180	.04	550	.11
NBR	d	1600	20	.01	160	.10
SBL	1	1600	10	.01	70	.04
SBT	3	4800	1760	.42*	1560	.36*
SBR	0	0	240		180	
EBL	2.5		660	.14*	1990	.41*
EBT	1.5	6400	70	.04	350	.22
EBR	1	1600	380	.24	320	.20
WBL	1.5		150	.05	240	
WBT	1.5	4800	70	.04*	140	.08*
WBR	1	1600	20	.01	80	.05
Right Turn Adjustment			EBR	.09*		

TOTAL CAPACITY UTILIZATION **.72** **.89**

95. Bristol & Ramelli

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01*
NBT	1	1600	30	.03*	10	.02
NBR	0	0	10		20	
SBL	1	1600	10	.01*	30	.02
SBT	1	1600	20	.01	40	.03*
SBR	1	1600	350	.22	210	.13
EBL	1	1600	60	.04*	220	.14*
EBT	2	3200	210	.07	620	.20
EBR	0	0	10		10	
WBL	1	1600	20	.01	10	.01
WBT	2	3200	860	.29*	370	.13*
WBR	0	0	70		30	
Right Turn Adjustment			SBR	.16*		

TOTAL CAPACITY UTILIZATION **.53** **.31**

96. Montgomery & North Bank

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	10		10	
SBL	1	1600	40	.03*	140	.09*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	370	.23	170	.11
EBL	1	1600	110	.07*	300	.19*
EBT	2	3200	110	.03	360	.11
EBR	1	1600	10	.01	20	.01
WBL	1	1600	10	.01	10	.01
WBT	1	1600	440	.28*	270	.17*
WBR	d	1600	210	.13	80	.05
Right Turn Adjustment			SBR	.13*		

TOTAL CAPACITY UTILIZATION **.54** **.47**

100. Saticoy & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11	140	.09*
NBT	1	1600	200	.13*	150	.09
NBR	1	1600	120	.08	80	.05
SBL	1	1600	180	.11*	90	.06
SBT	1	1600	110	.07	140	.09*
SBR	1	1600	240	.15	150	.09
EBL	1	1600	110	.07*	160	.10
EBT	2	3200	220	.07	660	.21*
EBR	1	1600	100	.06	180	.11
WBL	1	1600	80	.05	110	.07*
WBT	2	3200	320	.14*	490	.17
WBR	0	0	130		50	

TOTAL CAPACITY UTILIZATION **.45** **.46**

101. Saticoy & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	180		80	
NBT	1	1600	80	.19*	40	.09*
NBR	0	0	50		30	
SBL	0	0	10		20	
SBT	1	1600	70	.08*	50	.06*
SBR	0	0	50		20	
EBL	1	1600	20	.01	50	.03
EBT	1	1600	210	.18*	420	.34*
EBR	0	0	70		130	
WBL	1	1600	50	.03*	30	.02*
WBT	1	1600	300	.19	270	.17
WBR	1	1600	10	.01	10	.01

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.48** **.51**

102. Wells & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	240	.15*
NBT	1	1600	150	.09	270	.17
NBR	1	1600	60	.04	290	.18
SBL	1	1600	10	.01	10	.01
SBT	1	1600	260	.16*	210	.13*
SBR	1	1600	60	.04	30	.02
EBL	1	1600	20	.01	50	.03
EBT	1	1600	50	.17*	170	.24*
EBR	0	0	220		210	
WBL	1	1600	320	.20*	130	.08*
WBT	1	1600	140	.09	100	.08
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.63** **.60**

104. Wells & SR 126 EB Ramps

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	920	.19	1450	.30
NBR	f		590		1560	
SBL	0	0	0		0	
SBT	3	4800	2650	.55*	1710	.36*
SBR	f		90		60	
EBL	1	1600	90	.06*	260	.16*
EBT	0	0	0		0	
EBR	1	1600	190	.12	670	.42
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.06*	EBR	.26*

TOTAL CAPACITY UTILIZATION **.67** **.78**

105. Wells & Darling

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1270	.26	2840	.59*
NBR	d	1600	60	.04	170	.11
SBL	1	1600	130	.08	360	.23*
SBT	3	4800	2430	.51*	1870	.39
SBR	d	1600	10	.01	10	.01
EBL	0	0	90		40	
EBT	1	1600	30	.13*	40	.08*
EBR	0	0	90		40	
WBL	1	1600	50	.03*	280	.18*
WBT	1	1600	30	.07	40	.16
WBR	0	0	80		210	

TOTAL CAPACITY UTILIZATION **.69** **1.08**

106. Wells & Telephone

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	320	.10*	440	.14
NBT	3	4800	1240	.26	2900	.62*
NBR	0	0	10		70	
SBL	1	1600	10	.01	20	.01*
SBT	3	4800	2510	.52*	1950	.41
SBR	1	1600	130	.08	420	.26
EBL	1.5		160	{.05}*	240	{.08}*
EBT	0.5	3200	0	.05	0	.08
EBR	2	3200	530	.17	540	.17
WBL	0	0	10		10	
WBT	1	1600	10	.02*	10	.02*
WBR	0	0	10		10	
Right Turn Adjustment			EBR	.03*		

TOTAL CAPACITY UTILIZATION **.72** **.73**

114. California & Thompson

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40		40	
NBT	0.5	3200	10	.02*	20	.02*
NBR	1	1600	50	.03	80	.05
SBL	1.5		120		180	
SBT	1.5	4800	80	.05*	140	.07*
SBR	0		20		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	820	.30*	920	.33*
EBR	0	0	150		120	
WBL	1	1600	60	.04*	90	.06*
WBT	2	3200	320	.10	390	.14
WBR	0	0	10		50	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .41 .48

115. Chestnut & Thompson

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.02	10	.02
NBR	0	0	10		10	
SBL	1	1600	30	.02	80	.05
SBT	1	1600	250	.16*	320	.22*
SBR	0	0	10		30	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	550	.17*	680	.21*
EBR	f		400		520	
WBL	1	1600	200	.13*	210	.13*
WBT	2	3200	460	.15	630	.22
WBR	0	0	30		70	

TOTAL CAPACITY UTILIZATION .47 .57

120. Ventura & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	50	.03
NBT	1	1600	340	.21*	680	.43*
NBR	1	1600	20	.01	40	.03
SBL	1	1600	120	.08*	120	.08*
SBT	1	1600	370	.23	390	.24
SBR	1	1600	60	.04	50	.03
EBL	1	1600	30	.02	150	.09*
EBT	1	1600	160	.10*	290	.18
EBR	d	1600	30	.02	40	.03
WBL	1	1600	10	.01*	20	.01
WBT	1	1600	100	.06	190	.12*
WBR	1	1600	160	.10	130	.08

TOTAL CAPACITY UTILIZATION .40 .72

132. Ventura & Stanley

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	330	.21*	300	.19*
NBT	1	1600	270	.17	360	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	470	.29*	390	.24*
SBR	1	1600	510	.32	370	.23
EBL	1	1600	380	.24*	660	.41*
EBT	0	0	0		0	
EBR	1	1600	230	.14	140	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .74 .84

136. US 101 SB Ramps & Valentine

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		350	.11*	410	.13*
SBT	0	4800	0		0	
SBR	1.5		90	.06	20	
EBL	1	1600	80	.05*	440	.28*
EBT	2	3200	230	.07	780	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	990	.31*	390	.12*
WBR	f		800		890	

TOTAL CAPACITY UTILIZATION **.47** **.53**

138. Johnson & US 101 SB Ramps

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	690	.43*
NBT	1	1600	140	.09	520	.33
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	580	.36*	410	.26*
SBR	f		1670		1740	
EBL	1	1600	100	.06*	240	.15*
EBT	0	0	0		0	
EBR	1	1600	120	.08	90	.06
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.52** **.84**

160. Victoria & US 101 NB Ramps

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	500	.16*	470	.15*
NBT	3	4800	1450	.30	2040	.43
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	2760	.43*	2280	.36*
SBR	1	1600	130	.08	350	.22
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	740	.23*	490	.15*
WBT	0	0	0		0	
WBR	3	4800	870	.18	1130	.24
Right Turn Adjustment					WBR	.03*

TOTAL CAPACITY UTILIZATION **.82** **.69**

161. Victoria & Valentine

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	240	.08*	200	.06*
NBT	3	4800	1690	.36	2170	.46
NBR	0	0	20		50	
SBL	1	1600	40	.03	50	.03
SBT	2	3200	1740	.54*	1570	.49*
SBR	f		1670		1170	
EBL	2.5		340		760	
EBT	0.5	4800	50	.08*	20	.16*
EBR	1	1600	230	.14	410	.26
WBL	0	0	10		20	
WBT	1	1600	10	.01*	30	.03*
WBR	1	1600	80	.05	100	.06
Right Turn Adjustment					EBR	.04*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

TOTAL CAPACITY UTILIZATION **.71** **.78**

162. California & Harbor

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	220	.14*	320	.20*
SBT	0	0	0		0	
SBR	1	1600	40	.03	60	.04
EBL	1	1600	20	.01	80	.05*
EBT	1	1600	230	.14*	250	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	160	.07	230	.11*
WBR	0	0	50		110	

TOTAL CAPACITY UTILIZATION **.28** **.36**

163. Santa Clara & Main

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1600	10	.01	10	.01
NBR	2	3200	260	.08	220	.07
SBL	0	0	50		30	
SBT	1	1600	10	.04*	10	.03*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	2	3200	340	.11*	470	.15*
EBR	0	0	10		10	
WBL	1	1600	140	.09*	160	.10*
WBT	2	3200	370	.13	490	.16
WBR	0	0	30		30	

TOTAL CAPACITY UTILIZATION **.25** **.29**

164. Seaward & Poli

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	160		160	
NBT	1	1600	0	.19*	0	.21*
NBR	0	0	150		180	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	150	.09*	350	.22*
EBR	d	1600	80	.05	140	.09
WBL	1	1600	230	.14*	100	.06*
WBT	1	1600	170	.11	330	.21
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.42** **.49**

165. Seaward & Harbor

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	70	.04
NBT	2	3200	360	.12*	310	.12*
NBR	0	0	30		60	
SBL	2	3200	550	.17*	600	.19*
SBT	2	3200	190	.06	320	.10
SBR	1	1600	300	.19	450	.28
EBL	2	3200	410	.13*	350	.11
EBT	2	3200	580	.19	1170	.38*
EBR	0	0	20		50	
WBL	1	1600	10	.01	30	.02*
WBT	2	3200	270	.08*	450	.14
WBR	2	3200	900	.28	1170	.37
Right Turn Adjustment			WBR	.07*		

TOTAL CAPACITY UTILIZATION **.57** **.71**

166. College & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		20	
NBT	1	1600	0	.06*	0	.08*
NBR	0	0	60		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	580	.20*	940	.32*
EBR	0	0	60		70	
WBL	1	1600	110	.07*	50	.03*
WBT	2	3200	690	.22	710	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.33** **.43**

168. Day & Foothill

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.13*	200	.13*
NBT	1	1600	30	.02	30	.02
NBR	1	1600	170	.11	280	.18
SBL	0	0	50		50	
SBT	1	1600	20	.04*	20	.04*
SBR	1	1600	30	.02	50	.03
EBL	1	1600	110	.07	80	.05
EBT	1	1600	530	.44*	550	.48*
EBR	0	0	180		210	
WBL	1	1600	300	.19*	220	.14*
WBT	1	1600	430	.33	490	.34
WBR	0	0	90		50	

TOTAL CAPACITY UTILIZATION **.80** **.79**

169. Kimball & Foothill

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	270	.17*	50	.03*
NBT	0	0	0		0	
NBR	1	1600	20	.01	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	220	.21	470	.38*
EBR	0	0	110		130	
WBL	1	1600	70	.04	30	.02*
WBT	1	1600	610	.38*	200	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.55** **.43**

170. Petit & Foothill

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		10	
NBT	1	1600	0	.03*	0	.03*
NBR	0	0	10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	180	.11	280	.18*
EBR	1	1600	30	.02	30	.02
WBL	0	0	10		10	{.01}*
WBT	1	1600	570	.36*	190	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.39** **.22**

171. Saticoy & Foothill

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	120		50	
NBT	1	1600	0	.09*	0	.04*
NBR	0	0	20		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	160	.13	380	.30*
EBR	0	0	50		100	
WBL	0	0	20		20	{.01}*
WBT	1	1600	500	.33*	180	.13
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.42** **.35**

172. Wells & Foothill

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	120	.08*
NBT	0	0	10		10	
NBR	1	1600	40	.03	80	.05
SBL	0	0	10		10	
SBT	1	1600	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	
EBT	1	1600	60	.04	230	.15*
EBR	1	1600	120	.08	140	.09
WBL	0	0	60		30	{.02}*
WBT	1	1600	340	.26*	60	.06
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.37** **.27**

173. Victoria & SR 126 WB Ramps

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1120	.28	1760	.44*
NBR	0	0	210		350	
SBL	0	0	0		0	
SBT	3	4800	1510	.37*	1350	.32
SBR	0	0	270		180	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	1	1600	490	.31	390	.24
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	300	.19	170	.11
Right Turn Adjustment			Multi	.43*	Multi	.26*

TOTAL CAPACITY UTILIZATION **.80** **.70**

174. Petit & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	50	.03*
NBT	1	1600	20	.01	10	.01
NBR	1	1600	10	.01	10	.01
SBL	1	1600	30	.02	20	.01
SBT	1	1600	20	.03*	30	.03*
SBR	0	0	30		20	
EBL	1	1600	10	.01*	10	.01*
EBT	2	3200	280	.09	610	.19
EBR	1	1600	60	.04	130	.08
WBL	1	1600	10	.01	10	.01
WBT	1	1600	570	.36*	320	.20*
WBR	1	1600	10	.01	30	.02

TOTAL CAPACITY UTILIZATION **.46** **.27**

175. Ventura & North Bank

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	70		40	
SBT	1	1600	0	.09*	0	.11*
SBR	0	0	80		130	
EBL	1	1600	160	.10	560	.35
EBT	2	3200	1090	.34*	2690	.84*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	340	.21	360	.23
WBR	1	1600	40	.03	30	.02

TOTAL CAPACITY UTILIZATION **.43** **.95**

176. Saticoy & Darling

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1600	140	.09	210	.14*
NBR	1	1600	110	.07	30	.02
SBL	0	0	60		10	{.01}*
SBT	1	1600	220	.18*	180	.12
SBR	1	1600	80	.05	80	.05
EBL	0	0	60		50	
EBT	1	1600	80	.11*	60	.09*
EBR	0	0	40		40	
WBL	0	0	60	{.04}*	40	{.02}*
WBT	1	1600	20	.07	70	.08
WBR	0	0	30		10	

TOTAL CAPACITY UTILIZATION **.34** **.26**

177. Wells & SR 126 WB Ramps

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	520	.16	1310	.41*
NBR	f		460		390	
SBL	0	0	0		0	
SBT	2	3200	1050	.33*	710	.22
SBR	f		360		190	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	f		1690		1050	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	1	1600	190	.12	100	.06
Right Turn Adjustment					WBR	.06*

TOTAL CAPACITY UTILIZATION **.33** **.47**

178. SR-33 Ramps & Stanley

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	690	.43	830	.52
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	280	.18	180	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	690	.43*	900	.56*
WBR	f		180		180	
Right Turn Adjustment			NBR	.24*	NBR	.18*

TOTAL CAPACITY UTILIZATION **.67** **.74**

179. SR-33 Ramps & Shell

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	700		680	
SBT	1	1600	0	.46*	0	.44*
SBR	0	0	30		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1600	140	.09	110	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	720	.49*	740	.53*
WBR	0	0	70		110	

TOTAL CAPACITY UTILIZATION **.96** **.98**

180. Estates & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	50	.03
NBT	1	1600	10	.05*	10	.06*
NBR	0	0	70		90	
SBL	0	0	10	{.01}*	10	{.01}*
SBT	1	1600	10	.02	10	.02
SBR	0	0	10		10	
EBL	1	1600	10	.01*	10	.01
EBT	2	3200	570	.18	890	.28*
EBR	d	1600	60	.04	60	.04
WBL	1	1600	30	.02	90	.06*
WBT	2	3200	660	.21*	840	.26
WBR	d	1600	20	.01	10	.01

TOTAL CAPACITY UTILIZATION **.28** **.41**

181. Ventura & Ramona

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	40	.03
NBT	1	1600	360	.24*	620	.40*
NBR	0	0	20		20	
SBL	1	1600	80	.05*	70	.04*
SBT	1	1600	400	.26	470	.31
SBR	0	0	10		30	
EBL	0	0	20	{.01}*	30	{.02}*
EBT	1	1600	10	.03	20	.04
EBR	0	0	10		20	
WBL	0	0	10		20	
WBT	1	1600	20	.03*	30	.04*
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION **.33** **.50**

182. Olive & Main St

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	580	.36*	450	.28*
SBT	1	1600	20	.06	30	.08
SBR	0	0	80		90	
EBL	0	0	80	{.05}*	280	
EBT	1	1600	80	.10	220	.31*
EBR	1	1600	10	.01	40	.03
WBL	0	0	10		10	{.01}*
WBT	1	1600	170	.11*	160	.11
WBR	1	1600	210	.13	450	.28

TOTAL CAPACITY UTILIZATION **.53** **.61**

190. Petit Av & North Bank Dr

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	40	.03*	80	.05*
SBT	0	0	0		0	
SBR	1	1600	240	.15	230	.14
EBL	1	1600	50	.03*	280	.18*
EBT	2	3200	60	.02	140	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	100	.03*	90	.03*
WBR	d	1600	70	.04	40	.03
Right Turn Adjustment			SBR	.10*		
TOTAL CAPACITY UTILIZATION				**.19**		**.26**

191. Saticoy Av & North Bank Dr

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	30	.03*	20	.02*
NBR	0	0	20		10	
SBL	1	1600	20	.01*	60	.04*
SBT	1	1600	10	.02	40	.04
SBR	0	0	20		30	
EBL	1	1600	20	.01	40	.03*
EBT	2	3200	100	.03*	80	.03
EBR	d	1600	0	.00	10	.01
WBL	1	1600	0	.00	10	.01
WBT	2	3200	40	.01	90	.03*
WBR	d	1600	60	.04	140	.09
Right Turn Adjustment			WBR	.01*	WBR	.03*
TOTAL CAPACITY UTILIZATION				**.08**		**.15**

192. Los Angeles Av & North Bank

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	190	.12
NBT	3	4800	1420	.30	3120	.65*
NBR	d	1600	20	.01	70	.04
SBL	1	1600	110	.07	170	.11*
SBT	3	4800	2800	.58*	2250	.47
SBR	d	1600	150	.09	80	.05
EBL	1	1600	50	.03*	110	.07*
EBT	1	1600	10	.01	20	.01
EBR	1	1600	150	.09	160	.10
WBL	1	1600	50	.03	60	.04
WBT	1	1600	20	.01*	20	.01*
WBR	1	1600	100	.06	170	.11
Right Turn Adjustment			EBR	.03*	WBR	.02*
TOTAL CAPACITY UTILIZATION				**.71**		**.86**

193. Saticoy Av & A St

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	250	.16*	130	.08
NBR	1	1600	10	.01	20	.01
SBL	1	1600	10	.01*	20	.01
SBT	1	1600	190	.12	170	.11*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	20	.01*	10	.01*
WBT	0	0	0		0	
WBR	1	1600	20	.01	10	.01
TOTAL CAPACITY UTILIZATION				**.18**		**.12**

194. Wells Rd & A St

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	100	.06
NBT	2	3200	390	.14	850	.32*
NBR	0	0	60		170	
SBL	1	1600	10	.01	40	.03*
SBT	2	3200	800	.25*	570	.18
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01
EBT	1	1600	10	.01*	10	.01*
EBR	1	1600	90	.06	60	.04
WBL	1	1600	140	.09*	80	.05*
WBT	1	1600	10	.03	10	.01
WBR	0	0	40		0	
Right Turn Adjustment			EBR	.03*		
TOTAL CAPACITY UTILIZATION				**.40**		**.41**

205. Johnson & Woodland

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	260	.16
NBT	2	3200	660	.23	1710	.59*
NBR	0	0	90		180	
SBL	1	1600	0	.00	10	.01*
SBT	2	3200	1490	.47*	950	.30
SBR	0	0	0		0	
EBL	1	1600	0	.00	0	.00
EBT	1	1600	10	.01*	20	.01*
EBR	1	1600	160	.10	260	.16
WBL	1	1600	110	.07*	130	.08*
WBT	1	1600	30	.03	10	.01
WBR	0	0	10		0	
Right Turn Adjustment			EBR	.02*		
TOTAL CAPACITY UTILIZATION				**.66**		**.69**

206. Johnson & Telegraph

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	270	.17*
NBT	2	3200	350	.11	690	.22
NBR	1	1600	180	.11	720	.45
SBL	1	1600	10	.01	20	.01
SBT	2	3200	600	.19*	380	.12*
SBR	1	1600	100	.06	90	.06
EBL	1	1600	20	.01	40	.03
EBT	2	3200	250	.08*	560	.18*
EBR	1	1600	320	.20	320	.20
WBL	1	1600	570	.36*	250	.16*
WBT	2	3200	330	.10	340	.11
WBR	1	1600	70	.04	30	.02
Right Turn Adjustment			EBR	.04*	NBR	.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.68**

207. Johnson & Loma Vista

2025 Scenario 6 (Alt. Net.) w/Baseline

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	120	.08
NBT	1	1600	100	.06	360	.23*
NBR	1	1600	130	.08	250	.16
SBL	1	1600	0	.00	0	.00
SBT	2	3200	350	.11*	140	.04
SBR	1	1600	30	.02	10	.01
EBL	1	1600	0	.00	10	.01
EBT	1	1600	60	.04*	210	.13*
EBR	1	1600	130	.08	140	.09
WBL	1	1600	190	.12*	200	.13*
WBT	1	1600	170	.11	180	.11
WBR	1	1600	10	.01	10	.01
Right Turn Adjustment			EBR	.01*		
TOTAL CAPACITY UTILIZATION				**.32**		**.49**

208. Johnson & Foothill

2025 Scenario 6 (Alt. Net.) w/Baseline

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	20	.01*
NBT	0	0	0		0	
NBR	1	1600	100	.06	370	.23
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	350	.22	610	.38*
EBR	1	1600	130	.08	20	.01
WBL	1	1600	250	.16	140	.09*
WBT	1	1600	840	.52*	240	.15
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.15*
TOTAL CAPACITY UTILIZATION				**.52**		**.63**

NON-COMMITTED IMPROVEMENTS

105. Wells & Darling

2025 Scenario 6 (Alt. Net.) w/Non-Committed Lan

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02*	40	.03
NBT	3	4800	1270	.26	2840	.59*
NBR	d	1600	60	.04	170	.11
SBL	2	3200	130	.04	360	.11*
SBT	3	4800	2430	.51*	1870	.39
SBR	d	1600	10	.01	10	.01
EBL	1	1600	90	.06*	40	.03*
EBT	1	1600	30	.08	40	.05
EBR	0	0	90		40	
WBL	2	3200	50	.02	280	.09
WBT	1	1600	30	.07*	40	.16*
WBR	0	0	80		210	

TOTAL CAPACITY UTILIZATION **.66** **.89**

Appendix B
CIRCULATION ELEMENT – COMMUNITY INPUT

This appendix summarizes input received from community outreach programs, most notably the Ventura Vision and the Comprehensive Plan Advisory Committee work. It is intended to acknowledge comments received from those work efforts and to document their role in formulating the Circulation Element recommendations.

VENTURA VISION

In 1999 and 2000 a comprehensive outreach program was carried out guided by a broad based Citizens Outreach Committee. That effort culminated in the "Ventura Vision, Seize the Future" document of March 2000. This vision document articulated a shared vision to guide the community in the future, including guiding principles, vision statements, and strategies for pursuing those visions. With respect to circulation, the following statement of high-priority strategies was noted:

> ***Our Accessible Community***. *Develop a balanced transportation system by encouraging land use modifications and "transportation systems management" to reduce traffic congestion; upgrading road maintenance, improving and diversifying local transit systems; promoting a regional rail strategy; enhancing parking through better use of existing structures and new structures at strategic locations; facilitating bicycle and pedestrian access through an interconnected system of bike and walking paths; and exploring ways to improve the community's access to air transportation.*

As embodied in this statement and as outlined in the section entitled "Our Accessible Community," the vision identified its central goal as seeking an integrated multi-modal transportation system in which bus, rail, bicycle and pedestrian modes can reduce dependency on the automobile for transportation. The overall goal of the Circulation Element articulates this vision as do specific objectives such as listed in the transit, bicycle and pedestrian components of the Element. In addition, implementing strategies from the Vision document have been directly or indirectly incorporated into the Element in the form of specific programs.

COMPREHENSIVE PLAN ADVISORY COMMITTEE (CPAC)

A special Comprehensive Plan Advisory Committee (CPAC) met over a number of months in early 2002 to provide input to the Comprehensive Plan update process. This committee provided a forum to address Comprehensive Plan issues and to thereby supplement the results of the major community outreach program described above.

The meeting in which Circulation was the main topic was held on March 13, 2002, and numerous comments were received from CPAC members and from public attendees at that meeting. The comments were grouped into four topics, 1) arterial street, 2) public transit, 3) bikeways and 4) pedestrians. The first three of these are addressed here, and the fourth is discussed under separate cover. For each subject area, the comments are listed and the actions taken with respect to those comments noted. In some cases the comments pertain to a specific traffic issue that would not be within the purview of the General Plan, but is nevertheless an important concern with respect to circulation. These have been compiled so that the information can be forwarded to the appropriate department within the City. Most comments provided valuable input to the Circulation Element preparation process and were an important consideration in the development of the Circulation Element. The following sections discuss the three topic areas.

ARTERIAL STREETS

The CPAC and public comments on arterial streets are summarized in Table B-1. Discussion on specific subject areas follows.

Customized Street Classification (Comments S1.1, S1.4, S1.6, S1.12, S1.13, S1.15, S2.6, S2.7, S2.8)

The potential for customizing street classifications in the Circulation Element was presented at the March 13 meeting. The comments received indicate a general interest in adopting this approach and the arterial street component of Circulation Element has been prepared accordingly. The previous chapter of this report discussed design classifications and functional classifications, the latter addressing the customizing of the classification system for arterial streets.

Table B-1

ARTERIAL STREETS
CPAC and Public Comments – March 13, 2002

	COMMENT	ACTION*
S1 – CPAC COMMENTS		
S1.1	Do not widen Ventura Avenue, custom approach needed	CE
S1.2	Connect Cameron	CE(D)
S1.3	Need traffic signals on the Avenue	N&F
S1.4	Custom approach needed to extend Olive north of Stanley to Sycamore Village	CE
S1.5	Solve the north/south traffic for future development	CE(D)
S1.6	Apply "custom approach" citywide	CE
S1.7	Hwy 101 / Harbor; Northbound Hwy 101 off-ramp / road to Channel Drive/ Borchard	CE
S1.8	Roundabout at Main and Mills	CE(D)
S1.9	Extend Mills south along Arundell Barranca to Harbor Blvd.	CE(D)
S1.10	State Route 126 westbound to Hwy 101 southbound	N&F
S1.11	Poli, from North Pacific to North Victoria, should be 1) reconstruct to 2 lanes 2) Remove side parking 3) slow to 30 mph 4) install bike / pedestrian side lanes 5) calm traffic 6) move traffic to Loma Vista	CE(D)
S1.12	Need custom approach along Main and Thompson	CE
S1.13	Needs to be pedestrian friendly along Main and Thompson and where Main and Thompson meet Telegraph	CE
S1.14	Extend Arundell to Schooner Drive	CE(D)
S1.15	Special treatment to Foothill Road	CE(D)
S1.16	Extend Johnson Drive north to Foothill Road	CE(D)
S1.17	Extend Kimball south across Santa Clara River to Oxnard	CE(D)
S1.18	Extend south Johnson Drive eastbound along Santa Clara River and then north to Bristol Road	CE(D)
S1.19	Provide roadway from Bristol across Santa Clara River into Oxnard	CE(D)
S1.20	Extend Loma Vista at Petit all the way to Amador	CE(D)
S1.21	Extend Balboa at Newport all the way to Wells	CE(D)
S1.22	Extend North Bank Drive northeast to Bristol Road	
S2 – PUBLIC COMMENTS		
S2.1	Stanley to 33 onramp needs to be improved – very dangerous	N&F
S2.2	Extend Olive north to connect with Ventura Avenue north of Stanley.	CE
S2.3	Need traffic calming on Olive esp. near the Boys & Girls Club.	CE
S2.4	Connect the 2 parts of Cameron.	CE(D)

Table B-1 (cont)
ARTERIAL STREETS
CPAC and Public Comments – March 13, 2002

	COMMENT	ACTION*
S2 – PUBLIC COMMENTS (cont)		
S2.5	Need additional traffic signals on Ventura Avenue especially south of Stanley.	N&F
S2.6	Customize Main though Midtown – similar to Downtown – with wide sidewalks and pedestrian amenities	CE(D)
S2.7	Customize 5 points as Midtown entry	CE(D)
S2.8	As stated in plan, retain "county" character of Foothill Road. Retain 2 lanes, enhance with bike path, and lower speed limit. No additional traffic can be accommodated.	CE(D)
S2.9	Recognize that Foothill carries substantial traffic, which will increase – 4 lanes needed.	CE(D)
S2.10	Foothill Road cannot take additional traffic from Hall Canyon, Barlow Canyon, and Sexton Canyon as proposed by Lloyd Corp. and Mariano Rancho.	CE(D)
S2.11	Traffic calming speed bumps or more stop signs on through streets between Foothill and Loma Vista, esp. Sexton Hall, Dorothy, and Agnus.	CE
S2.12	Callens onto East Main – takes much time to get out driveway onto Main traffic.	N&F
S2.13	Poli Street and Foothill Road cannot be widened. It is an old route to Santa Paula – It can't take much more traffic	CE
S2.14	Is there a road planned for access to the Lloyd Properties on the other side of the hills, north side, and running east to west?	N&F
S2.15	Anticipate potential future development of agricultural parcels north of Highway 126 – identify future extension of Johnson Drive across freeway north through agricultural parcels.	CE
S2.16	Anticipate potential future development of agricultural parcels in inner city greenbelt – easterly extension of Balboa Street and Loma Vista Road.	CE
S2.17	Anticipate potential future development of inner city greenbelt parcels by identifying future extension of roadways through agricultural properties such as Kimball, Ralston, and any other streets. Identify need for specific plan to establish possible road design standards, location of roads, etc. City needs to investigate economic feasibility of extending Kimball south to Oxnard – identify whether this will occur in general plan time frame.	CE
S2.18	Mills Road should be put through to Foothill	CE
S2.19	Safer intersections downtown	N&F

* Actions taken are as follows:

N&F	Comment not directly applicable to the Circulation Element but has been **noted and forwarded** to the appropriate City Department
CE	Comment is being addressed in the Circulation Element Update
CE(D)	Comment is being addressed in the Circulation Element Update and is discussed here in the text

New Roadways (Comments S1.2, S1.9, S1.14, S1.16, S1.17, S1.18, S1.19, S1.20, S1.21, S1.22, S2.15, S2.16, S2.18)

There are a number of new roadways on the current Circulation Element and these are being evaluated as part of preparing the Circulation Element update. Those being indicated in the comments as potentially desirable are as follows:

Southward extension of Mills across US-101
Extension of Arundell to Schooner Drive
Extension of Johnson Drive north to Foothill Road
Extension of Johnson Drive eastward along the Santa Clara River to connect to Bristol
Extension of Loma Vista at Petit to Armador
Extension of Balboa at Newport to Wells

An additional comment (S2.4) suggested connecting the two parts of Cameron. At the present time, Cameron is not on the Circulation Element and hence unless it was to be added to the Element such an extension would be a local subdivision issue rather than a Comp Plan issue. While an extension could help provide north/south capacity parallel to Ventura Avenue, there are issues involved such as bisecting an existing park and residential neighborhood. Without an assessment of feasibility, it is not recommended at this time that Cameron be added to the Circulation Element.

Additional Crossing(s) of the Santa Clara River (Comments S1.19, S2.17)

The question of an additional crossing of the Santa Clara River east of US-101 is currently being addressed in a joint study by the County of Ventura, the City of Ventura and the City of Oxnard. Since the location and sizing of one or more bridges affects all three entities, that cooperative study will evaluate a number of alternatives and the potential impacts/benefits to the communities involved. It is anticipated that this Comprehensive Plan process will have the benefits of the results of that study and thereby be able to incorporate recommendations into the Circulation Element update.

Foothill Road (Comments S2.8, S2.9, S2.10, S2.13)

While one of the public comments (S2.9) appears to contradict the others by suggesting a four-lane road should be built, the general consensus is that Foothill Road has a special character and should

remain at two lanes (as articulated in the Vision Plan). One of the purposes of devising customized functional classifications is to address this special roadway and its needs and limitations. Special functional classifications are aimed at preserving or attaining a desirable character while providing adequate carrying capacity for the forecast traffic volumes. Discussions on this can be found in the traffic forecasting results (Chapter 3.0) and in the development of functional classifications (Chapter 4.0).

Roundabouts (Comment S1.8)

The comment suggests a roundabout at Main and Mills, presumably to address the high traffic volume at this location. Unfortunately, a roundabout to accommodate this volume would require considerable right-of-way and not necessarily be more effective than a signalized intersection. At the same time, the comment introduces the concept of roundabouts as a traffic control devise for deployment in the City. Roundabouts have been used in various locations in the United States, including some locations with relatively high traffic volumes. The greater use, however, has been as traffic calming devises and as a means of creating a more local character to a street (compared to traffic signal control at an intersection). The suggestion here is that roundabout intersections be considered as part of the toolbox for the traffic calming measures and if found desirable, could be deployed accordingly.

PUBLIC TRANSIT

The CPAC and public comments on Transit are summarized in Table B-2. The following discussion addresses specific subject areas.

Train Depot/Transit Centers (Comments T1.3, T1.4, T1.5, T1.9, T2.6, T2.10)

These comments reflect an awareness of the role that transit stations/centers can have in promoting transit use. Policies and programs plus the associated discussion in the Circulation Element respond to these, and emphasize its importance. Since the City has a greater degree of control over providing such amenities (compared to train and bus routing and scheduling) it represents an appropriate directive to pursue such facilities through a variety of actions, both public and private.

Table B-2

PUBLIC TRANSIT
CPAC and Public Comments – March 13, 2002

	COMMENT	ACTION*
T1 – CPAC COMMENTS		
T1.1	Public transit should focus on transit dependent areas	N&F
T1.2	Smaller buses could be used during off peak hours	N&F
T1.3	The depot should be in the Front Street area between Kalorama and Laurel.	CE(D)
T1.4	The depot should be located at Front Street at Figueroa	CE(D)
T1.5	Put a transit center at Pacific View mall on Telegraph	CE(D)
T1.6	Seniors need a way to get to the center of the mall.	CE(D)
T1.7	Pedestrian access to transit is problematic at Victoria and Telephone	N&F
T1.8	Improve public transit, bus stops, facilities in the Westside	CE
T1.9	Metrolink Station at Los Angeles Avenue and Azahar.	CE(D)
T1.10	Kneeling busses need to be routed to senior apartments and complexes and large senior housing areas	CE
T1.11	Priority should not be given to ADA over seniors.	--
T1.12	Subsidize seniors' taxicab CHITS	N&F
T2 – PUBLIC COMMENTS		
T2.1	Use smaller buses which use non-polluting fuel	N&F
T2.2	North-south connections to SCAT east-west routes	N&F
T2.3	More public transit in small buses that neighborhoods	N&F
T2.4	Slow traffic, narrow roads, use transit	--
T2.5	Mass transit with bike, surfboards, skateboard storage	N&F
T2.6	Bus stops need to be upgraded. Middle class people with transit options don't want to sit on dirty benches in the sun or rain. Bike racks on buses are very good. We need a multi-modal transit center downtown.	CE(D)
T2.7	Trolley transit route from downtown through midtown to mall to Harbor back by beach to downtown runs every 30 minutes.	--
T2.8	Publicly subsidized mass transit	--
T2.9	School only through 6th	--
T2.10	Transportation (bus service) should be available to the train station	N&F

* Actions taken are as follows:

N&F	Comment not directly applicable to the Circulation Element but has been **noted and forwarded** to the appropriate City Department
CE	Comment is being addressed in the Circulation Element Update
CE(D)	Comment is being addressed in the Circulation Element Update and is discussed here in the text

BIKEWAYS

The CPAC and public comments on bikeways are summarized in Table B`-3. Discussion on specific areas of interest or concern follows:

Additions or Modifications to Bikeway System (Comments B1.1, B1.2, B1.3, B1.6, B1.7, B1.8, B2.4, B2.5, B2.6, B2.7, B2.12)

The comments include a number of suggestions for modifying and/or expanding the General Bikeway Plan. Such suggestions need to be considered in the next update process for that plan and included if appropriate.

One of the key roles of the Circulation Element is to ensure compatibility between the bikeway plan and the Functional Classifications of the roadways used by the designated bike routes or trails. All functional classifications have the ability to provide a Class II bike lane provided the right-of-way is in accordance with the design classification. In some cases, the functional classification supports the potential inclusion of a Class I bike path in the standard cross-section (e.g., the Two-Lane Boulevard). The intent is to provide as much flexibility as possible in enhancing and expanding the Citywide bikeway system.

Table B-3

GENERAL BIKEWAY PLAN
CPAC and Public Comments – March 13, 2002

	COMMENT	ACTION*
B1 – CPAC COMMENTS		
B1.1	Connection from Vista Del Mar to Thompson	CE(D)
B1.2	Close road (Brakey Road) to traffic and make it pedestrian and bike only	CE(D)
B1.3	Bike path along Olive (Westside)	CE(D)
B1.4	Improved bike and pedestrian path to get from Mills (the mall) to lower Main Street	CE
B1.5	Improved access to existing bike trail along Ventura River from residential areas along Olive and north of Stanley (i.e., Sycamore Village)	CE
B1.6	Bikeway extension from Cedar to Dakota.	CE(D)
B1.7	Harbor to Ondulondo/Clearpoint – pedestrian / bikeway barrancas	CE(D)
B1.8	Extend bike path from Barranca from Bristol to Park	CE(D)
B1.9	Extend bike path in traffic lane all the way through the curve (on Johnson)	N&F
B1.10	More segregated trails	CE
B1.11	Slow down traffic along Foothill so that cars and bikes may coexist.	CE
B1.12	More police funding. Do you want a bike path along your backyard? Just a thought. We need police on all new bike paths. Policing needed for increased crime	--
B1.13	Create and facilitate cross-city bike routes for specific transportation objectives as in Santa Barbara.	CE
B1.14	Make Foothill 2 lanes with bike path adjacent to road on south side (slow Foothill traffic to 30 mph)	CE
B1.15	Policy: All upgrades to arterials shall include a bikeway	CE
B1.16	Coordinate with county and other cities/communities to hire a bike consultant with input on all road projects (someone like Wilson Hubbell)	--
B1.17	Need through traffic bike lanes at intersections – this is a problem throughout the City of Ventura.	N&F
B1.18	Right turn and west from Harbor to Seaward needs improvement from danger of traffic turning on to freeway (similar problems in other areas in town).	N&F
B2 – PUBLIC COMMENTS		
B2.1	Class II bike trail along Ventura Avenue	CE
B2.2	Better access to bike path from the community located north of Stanley and east of Ventura Avenue (i.e. Sycamore Village)	CE
B2.3	Need safer and easier connection between Ventura River Trail and Omer Rains path	CE
B2.4	Seaward should eliminate parking and have bike lanes instead	CE(D)
B2.5	Bikeway extension off Cedar Street (north to Dakota?)	CE(D)
B2.6	Eliminate parking on Poli in favor of bike lanes	CE(D)

Table B-3 (cont)
GENERAL BIKEWAY PLAN
CPAC and Public Comments – March 13, 2002

	COMMENT	ACTION*
B2 – PUBLIC COMMENTS (cont)		
B2.7	Need a bike and/or pedestrian link from Marina Park to the Harbor	CE(D)
B2.8	Connections	CE
B2.9	Policy suggestion – All arterials should provide for a bike path whenever a road is re-striped or re-paved.	CE
B2.10	Biketrails on Foothill Road	CE
B2.11	Real bike lanes on Victoria; slow traffic get rid of sidewalk bike lane	CE
B2.12	Bike trails or pedestrian trails along Barrancas	CE(D)
B2.13	More bikeways to get across town not just recreational trails – use bike as transportation mode.	CE
B2.14	We need education to change perception of bicycling – share the road concept – bicycling is viable transportation mode	CE
B2.15	Foothill Road should not be made 4 lanes. It should remain 2 lanes with bike and pedestrian paths and left hand turn bays.	CE
B2.16	Consider bikeways to connect communities where there are no streets – i.e. bikeways out of closed off developments	CE

* Actions taken are as follows:

N&F Comment not directly applicable to the Circulation Element but has been **noted and forwarded** to the appropriate City Department
CE Comment is being addressed in the Circulation Element Update
CE(D) Comment is being addressed in the Circulation Element Update and is discussed here in the text

Appendix F

2004 Biennial Water Supply Report

2004 Biennial Water Supply Report

I. Executive Summary

This report is submitted in compliance with the City Council adopted 1994 Comprehensive Water Resources Management Plan (CWRMP). The CWRMP consists of a compilation of water supply policy statements to provide guidance related to the City's future water supply and demand. The intent of the plan is to ensure the City's ability to provide its customers with adequate water that meets regulatory water quality standards.

A water supply monitoring requirement is included in the CWRMP. This requirement calls for an annual review of critical water supply conditions and a biennial report to the Council for certification in the Fall of even numbered years. The purpose of the Biennial Water Supply Report is to certify that the City's existing water supply and planned improvements are sufficient to satisfy our needs for at least the next ten years and provide advance warning if a supplemental water supply is needed. The ten-year planning horizon represents the time needed to develop a supplemental water supply.

This 2004 Biennial Water Supply Report finds that the City's future water supply and planned improvements are sufficient to satisfy the City's water needs beyond this 10-year planning horizon.

The report includes projections of the City's future water supply and demands. The current and projected water supplies used in the report include: (1) production from the Ventura River, (2) supply from Lake Casitas, (3) production from the Mound Groundwater Basin, (4) pumping allocations in the Oxnard Plain Groundwater Basin, (5) pumping allocations in the Santa Paula Groundwater Basin and (6) future Saticoy County Yard Well. The water demand figures used were determined from historical water consumption figures, anticipated water consumption trends and the estimated population growth for the water service area.

The report also summarizes the capital improvement projects planned for the next five years. These planned improvements increase the City's ability to utilize existing water resources. The planned projects will improve the quantity and quality of the City's existing supplies and provide the system flexibility necessary for the City to support demands during a drought period when the need arises.

In addition to a biennial water supply report, staff annually reviews the health of the City's water supplies. Potential impacts to the water supply, which include the condition of our facilities, agreements with other agencies and weather conditions, are tracked. By tracking these effects potential impacts can be identified before they occur. At this time the City's water supplies are healthy. It is concluded that with planned capital improvements there is sufficient water supply to satisfy the City's water demands for at least the next ten years. In two years when the next Biennial Water Supply Report is prepared, conditions will be reassessed and water supply and demand projections updated.

II. Current and Projected Water Supply

There are presently five water sources that provide water to the City water system:

1. Ventura River surface and subsurface water intakes and four shallow wells (Foster Park)
2. Casitas Municipal Water District (Casitas)
3. Mound Groundwater Basin
4. Oxnard Plain Groundwater Basin (Fox Canyon Aquifer)
5. Santa Paula Groundwater Basin

The City has acquired a sixth source, a well located on the Santa Clara River east of Highway 118 (Wells Road). This location is not within either the Santa Paula Groundwater Basin or the Fox Canyon Aquifer. The well is complete and has been tested for production capacity and water quality. Capacity tests indicate the production from this well will be at least 2,500 gallons per minute (gpm). Pumping and control systems will be complete by mid-year 2005 and connecting pipelines to the Saticoy Conditioning Facility will be complete near the beginning of 2006.

The City also holds a State Water Project (SWP) entitlement of 10,000 acre-feet per year (AFY). To date, the City has not received delivery of its allotment, and it is not certain if or when facilities will be constructed to transport SWP water to the City. In 1998 the City became a signatory to the SWP Monterey Amendment. The amendment would allow the City, with other contractors, to sell surplus water back to the state, however litigation has prevented the terms of the amendment from being fully acted upon.

The City manages its water resources conjunctively. Conjunctive use is the practice of first utilizing surface supplies (which are lost to the ocean if not used when they are available), before groundwater supplies (which can be stored for use when the surface supplies are not plentiful). Groundwater is used to provide for seasonal demands and as a source during drought periods. Therefore, the City will generally utilize its water supplies in the following order: Ventura River, Lake Casitas, and groundwater basins.

In addition, the City provides reclaimed water from the Ventura Wastewater Reclamation Facility to two municipal golf courses, the Ventura Marina area and private customers for landscape irrigation.

1. Ventura River

Surface water from the Ventura River is diverted through the City's Foster Park Facilities. The surface diversion, subsurface intake, and four shallow wells within the Ventura River collect water. Production from this source is a function of several factors including production capacity, local hydrology, environmental impacts, and the storage capacity of the Ventura River alluvium and upstream diversions. Currently, our surface diversion is unused due to the natural migration of the active river channel. Foster Park improvements, now in design, will replace production from our surface diversion with

additional wells. Even without production from the surface diversion, the City produced 6,722 AF from Foster Park in 2003, a year of below average rainfall.

The production from the Ventura River in 1992 was 9,874 AF, the highest annual water volume ever produced. The lowest production was 1,463 AF in the 1951 drought year. The Ventura River water source is highly variable and very dependent upon local hydrology. The CWRMP states the yearly yield is between 700 and 11,000 AF per year. For this report the average long-term water production of 6,700 AFY will be used, and is based on the Evaluation of Long Term Alternative Water Sources, James M. Montgomery, June 1993.

2. Casitas Municipal Water District (Casitas)

The western portion of the City is within the Casitas service area. Approximately 32 percent of the City's water accounts are located within the Casitas service area. Use of Casitas water is restricted to the volume of water used within its boundaries. The "safe yield" of Lake Casitas is defined to be the amount of water that can be removed from the lake each year without excessive risk that the lake will become dry. The safe yield of Lake Casitas is currently estimated to be 21,920 AFY, based on the critical historical dry period from 1944 to 1965. Studies by Casitas' engineering department have shown that this period represents the most critical dry spell for the Lake's watershed of all the years for which historical data is available.

To maintain future operation of Lake Casitas at safe yield, Casitas established an allocation program for its customers in 1992. The City's allocation can be as high as the in-district demand for Stage 1 (wet or average year), or reduced to 7,090 AFY for Stage 2 (dry conditions) and further incrementally reduced (Stages 3 and 4) to 4,960 AFY for Stage 5 (extremely dry conditions). Stage 2 is initiated when Lake Casitas storage drops below 95,000 AF and Stage 5 is initiated when levels drop below 65,000 AF. The lower allocation remains in effect until the storage is recovered to 90,000 AF. Total lake storage is approximately 254,000 AF. Lake Casitas storage as of August 2004 was 168,397 AF.

In July 1995 the City signed an agreement with Casitas, which established the City's minimum purchase at 6,000 AFY. The terms of the agreement are subject to the allocation program described above during drought periods. For this report the projected water supply available from Casitas is anticipated to average 8,000 AFY, the projected in-district demand.

3. Mound Basin

Two wells supply water from the Mound Groundwater Basin (Victoria Well No. 2 and Mound Well No. 1). Construction of Mound Well No. 1 was completed in 2003.

In March 1996 the City completed a project that included: 1) constructing Mound Basin

monitoring wells at Camino Real Park and Marina Park; 2) developing a database from historical records, and 3) identifying potential surpluses within the basin. This work was performed in conjunction with the United Water Conservation District. The report compiled as part of that project indicated that historical data supports a basin yield of at least 8,000 AFY during drought conditions as long as pumpage is reduced during wet years to allow water levels to recover. It is anticipated that the basin will be able to sustain a higher yield (at least 10,000 AF during drought periods), provided that future wells are located so as not to adversely impact the existing Mound Basin Wells. Future annual reports will further assess the operational yield of the basin.

For this report the future water supply from the Mound Basin is assumed to be 4,200 AFY based on 75 percent of the current pumping capacity of 5,600 AFY.

4. Oxnard Plain Groundwater Basin

Wells near the Buenaventura Golf Course have drawn from the Oxnard Plain Groundwater Basin since 1961. Additional wells have been constructed over the years with the most recent being completed in 1991. Currently, three wells produce potable water for the City's system. These wells pump from the Fox Canyon aquifer of the Oxnard Plain Groundwater Basin. Average annual yield from the Golf Course Wells over the past 15 years has been about 3,200 AFY.

The Fox Canyon Groundwater Management Agency (GMA) was created by state legislation in 1982 to manage local groundwater resources in a manner to reduce overdraft of the Oxnard Plain and stop seawater intrusion. A major goal of the GMA is to regulate and reduce future extractions of groundwater from the Oxnard aquifers, in order to operate the basin at a safe yield. In August 1990, the GMA passed Ordinance No. 5, which requires existing municipal groundwater users to reduce their extractions by five percent every five years until a 25 percent reduction is reached by the year 2010.

The City's baseline allocation was set by the GMA at 5,459 AFY, which was the average extraction from the Golf Course Wells for the period of 1985 to 1989. Beginning in 1992, baseline extractions set by the GMA were reduced by 5% to 5,186 AFY, in 1995 it was reduced to 4,913 AFY, and further in 2000 to its current allocation of 4,640. This allocation will further be reduced as follows:

Years	Amount (AFY)
2006	4,367
2010	4,094

Following wet weather conditions, water levels in the City's groundwater basins rise significantly. Conjunctive use strategies and customer water conservation have allowed the City to store 33,193 AF in the GMA bank as of the end of calendar year 2003. This storage bank makes it possible for the City to implement operational procedures that will allow the use of its groundwater supplies up to safe yield levels, and to use its

banked groundwater as an additional supply during future drought conditions. If the City were to use its banked water, it is estimated that the City could extract as much as 5,500 AFY based on 75% of the current pumping capacity of 7,300 AFY. However for this report, future supply is conservatively based on GMA restricted extraction limits listed in the preceding paragraph.

5. Santa Paula Groundwater Basin

The Saticoy Water System acquired by the City in 1968 included Saticoy Well No. 1, which draws water from the Santa Paula Basin. Due to casing failure, the well was destroyed and replaced in 1991 with a new well designated as Saticoy Well No. 2 in the same general location. Pumping capacity within the Santa Paula Basin is currently only 2,200 AFY based on 75% of the current pumping capacity of 2,900 AFY. With the addition of Saticoy Well 3 (completion anticipated 2006) to be located east of Highway 118 (Wells Road) we anticipate increasing pumping capacity in the basin to 6,400 AFY.

In March 1996, the City ended a five-year stalemate over the future use of the Santa Paula Basin. Under an agreement with the United Water Conservation District and the Santa Paula Pumpers Association (an association of ranchers and businesses), the City can pump on average 3,000 AFY from the Santa Paula Basin. The City is not limited to this allocation in any single year, but may produce seven times its average annual allocation (21,000 AF) over any running seven-year period. In addition, the City may pump an additional 3,000 AFY in case of an emergency resulting from a long-term drought situation. Therefore, for the purposes of this report, the future annual production from the Santa Paula Basin is estimated to be 3,000 AFY.

6. Saticoy Yard Well

The County of Ventura has relocated their maintenance yard to a site within the Saticoy Community contiguous to the City's water service area. In exchange for extraterritorial water service, the County has provided the City a well to offset their water demand. The well is expected to provide not only production capacity for serving the maintenance yard, but also significant additional system capacity. The Saticoy Yard Well is anticipated to begin production in 2006, with an estimated 75 percent of design production capacity of 2,262 AFY. The water demand for the maintenance yard is estimated to be 20 AFY.

III. Water Supply Summary

The following Table 1 summarizes the historical deliveries from each of the above sources, as well as projected deliveries to the year 2014. Projected figures are based on the water supply available from each source, and do not necessarily represent amounts currently produced.

Table 1: Historic and Projected Water Source Production and Supply Availability (acre-feet)

Year	Surface Water		Ground Water				Total Water Supply (7)
	Ventura River (1)	Lake Casitas (2)	Mound Basin (3)	Oxnard Plain Basin (4)	Santa Paula Basin (5)	Saticoy Yard Well (6)	
Historic Production							
1980	7,276	7,544	0	5,198	2,129		22,147
1985	5,493	9,099	2,360	6,172	46		23,170
1990	2,859	6,175	4,365	5,749	0		19,148
1995	9,042	1,622	2,169	2,603	2,594		18,030
1996	7,926	4,456	2,789	2,768	1,599		19,538
1997	7,052	7,089	213	3,452	2,025		19,831
1998	8,069	4,328	802	4,312	1,033		18,544
1999	6,419	7,061	3,955	1,621	1,669		20,725
2000	6,779	5,836	4,579	2,674	1,698		21,566
2001	5,727	6,292	4,030	905	2006		18,960
2002	5,951	7,127	3,720	1,978	1,157		19,933
2003	6,722	4,874	5,546	2,898	316		20,356
Projected Supply							
2004	6,700	8,000	4,200	4,600	3,000	0	26,500
2009	6,700	8,000	4,200	4,400	3,000	2,262	28,562
2014	6,700	8,000	4,200	4,100	3,000	2,262	28,262

Notes:

1. Ventura River future supply is the average long-term production based on analysis of the period from 1939 to 1982 per the Evaluation of Long Term Alternative Water Sources, James M. Montgomery, June 1993.
2. Includes the City's total past Casitas purchases in addition to raw water and oil recovery users; projected supply is the City's current in-district use.
3. Mound Basin future supplies are 75 percent of well pump rated output.
4. Oxnard Plain Basin future supply is based on GMA restricted extraction limits rounded to nearest 100 AF.
5. Santa Paula Basin future supply is the pumping allocation of the Stipulated Judgement.
6. Saticoy Yard Well future supply is 75 percent of design maximum pump output capacity.
7. Includes treated and raw water; excludes reclaimed water supply.

IV. Historic and Projected Water Demand

A. Historic Water Demand

Water consumption within the City (excluding raw water/oil company use) has decreased in recent years as shown by the per capita use figures in Table 2. The annual per capita usage from 1940 to 1970 averaged about 0.31 acre-feet per person (AF/capita). In the period 1976-1989 (pre-mandatory water conservation), the annual per capita use averaged about 0.22 AF/capita. In the period 1994-2003 (post mandatory water conservation), the per capita figure dropped to an average of 0.182 AF/capita. This decrease in per capita consumption is the result of structural improvements such as low flow fixtures and low water consuming appliances in some existing and all new housing and an active water conservation program adopted by the City in 1975 and further strengthened with mandatory regulations in 1990. Mandatory regulations were lifted in 1993, however water conservation efforts remain very effective.

Table 2: Historic Water Production and Population

Year	Total Prod. (AF) (1)	Raw Water Use (AF) (2)	Treated Water Use (AF) (3)	Est. Pop. Served by Water System (4)	Per Capita Use (AFY) (5)	Annual Rainfall (in.) (6)
1940	4,240	0	4,240	13,264	0.320	12.54
1950	5,307	0	5,307	16,534	0.321	13.34
1960	8,832	0	8,832	29,114	0.303	12.08
1970	21,524	4,473	17,051	57,964	0.294	13.92
1980	22,147	4,766	17,381	73,774	0.236	24.78
1990	19,148	2,317	16,831	94,856	0.177	5.53
1991	14,660	2,077	12,583	94,913	0.133	17.01
1992	16,469	1,625	14,846	95,626	0.155	20.91
1993	17,459	2,010	15,449	96,540	0.160	28.21
1994	18,980	2,000	16,980	97,154	0.175	11.47
1995	18,030	1,602	16,428	99,668	0.165	34.52
1996	19,538	1,500	18,038	100,482	0.180	13.81
1997	19,831	1,829	18,002	101,096	0.178	16.02
1998	18,544	1,769	16,775	101,610	0.165	43.25
1999	20,725	1,067	19,657	102,224	0.192	10.56
2000	21,566	1,129	20,481	103,238	0.198	17.04
2001	18,960	889	18,071	104,153	0.173	23.22
2002	19,933	968	18,965	105,267	0.180	7.24
2003	20,356	846	19,510	106,782	0.182	20.06
Average	1940-70				0.31	
Average	1976-89	Pre-Mandatory Water Conservation)			0.22	
Average	1994-2003	Post-Mandatory Water Conservation			0.179	

Notes for Table 2:

1. Total production includes all water produced by the City and purchased from the Casitas Municipal Water District, including raw water and oil recovery use.
2. Raw water use includes oil and raw water users.
3. Treated water use is total production less raw water use.
4. Population figures provided by City of Ventura Community Development Department and California Department of Finance. Estimated population served by water system for 1990-date includes areas outside of city limits served by the City.
5. Per capita use excludes raw water and oil use (treated water use ÷ population).
6. Annual rainfall is the average of measured precipitation for the water year (October 1st through September 30th) for four rain gauge stations throughout the City (Stations #66, #122, #167, and #222) as provided by the Ventura County Flood Control District.

B. Population Projections

Recent historical populations (see Table 2) are from adjusted Department of Finance figures for the City's Planning Area, including the County water service area. Projected populations used in this study (see Table 3) were provided by the City Community Development Department, and reflect the figures shown in the 1989 Comprehensive Plan for the City's Planning Area, adjusted to the 1990 and 2000 census. We have also included the portion of our water service area, which covers unincorporated areas adjacent to the City. These are slightly different than the population figures used in the City's 2002 Biennial Water Supply Report, due to recent adjustments by the Department of Finance.

It is important to note that the projected population figures used in this report are not intended to represent either support for or any commitment to this level of growth. Rather they are intended to provide a safe margin in planning for long-term water improvements that might be needed given the rate of growth that could be allowed under the 1989 Comprehensive Plan. Currently the City is going through the process of revising the Comprehensive Plan.

Table 3: Estimated Population Growth for Water Service Area

Year	Projected Planning Area Population
2004	108,651
2009	113,162
2014	118,295

Note: City population estimates are based on the U.S. 2000 Census and

a growth rate of 0.9%. Additional population for the unincorporated area served by Ventura's water system, is based on 2004 count of customers outside city limits and a growth rate of 0.6%.

C. Projected Water Demand

For planning purposes, in 1990 the City used 0.22 AF of water per capita per year based on the average pre-mandatory conservation per capita use data (see Table 2). Anticipated demand reductions, through long-term conservation programs, have lowered the per capita water usage factor. Estimated demand reductions due to conservation in 1990 were anticipated to be five percent in 1995 (0.209 per capita use), 10 percent in 2000 (0.198 per capita use), and 12 percent thereafter (0.194 per capita use). The figures in Table 2 show that the reductions assumed in 1990 have been exceeded and are now around 17 percent. Based on data from the past 10 years since mandatory conservation ended, the average per-capita usage is 0.179 AFY. For the purpose of this report 0.179 AFY per capita will be used to estimate future water demands.

In addition, raw water demand for oilfield injection has declined steadily since 1970. Average raw water usage for the past 5 years was 1,000 AFY. For the purpose of this report a future raw water demand of 1000 AFY will be used.

Applying this per capita demand factor to the projected populations provides an estimate of treated water demands for the next 10 years, as shown in Table 4. As stated, the numbers in Table 4 reflect the belief that there will be few substantive changes in the near future, with planned long-term improvements.

Table 4: Projected Water Demand (Acre Feet) - (Normal year, weatherwise)

Year	Est. Water Service Area Pop. (1)	Per Capita Usage AFY (2)	Treated Water Demand (2)	Raw Water Demand (3)	Total Water Demand
2004	108,651	0.179	19,449	1,000	20,449
2009	113,162	0.179	20,256	1,000	21,256
2014	118,295	0.179	21,175	1,000	22,175

Notes:

1. Estimated planning area populations are from Table 3.
2. Treated water demand is estimated population multiplied by 0.179 AF/capita based on the 1994-2003 average post-mandatory water conservation per capita use from Table 2.
3. Raw water demand projections include raw water and oil users.

V. Water Supply and Demand Summary

Table 5 summarizes the City's projected water demand and supply through the year 2014. Additional water supplies will not be needed until sometime after 2014 under average non-drought weather conditions.

Table 5: Summary of Projected Water Demand and Supply (Acre Feet) - (Non-Drought Conditions)

Year	Projected Planning Area Pop.(1)	Projected Water Demand(2)	Projected Water Supply(3)	Additional Water Supply Needed(4)
2004	108,651	20,449	26,500	No
2009	113,162	21,256	28,562	No
2014	118,295	22,175	28,262	No

Notes:

1. Projected planning area population is from Table 3.
2. Projected water demand is from Table 4, and includes oil and raw water use.
3. Projected water supply is from Table 1.
4. Additional water supply needed is the projected water supply less the projected water demand. Additional supply to meet water quality goals is not included.

Based on the above projection, the existing water supply and planned improvements are sufficient to satisfy the City's water needs for at least the next ten years.

VI. Planned Improvements

The City will continue to implement capital improvements and do resource planning for our water system. These improvements will increase production capacity and storage, improve our ability to move water from the diverse sources of supply to all points of use, improve water quality, reliability and safety. We anticipate an update of the Water System Master Plan during the 2004-05 fiscal year.

The availability of the facilities below are essential to meet future water production, storage and transport needs. For purposes of this report, we have assumed these projects will proceed as currently anticipated. Detailed system condition and hydraulic evaluations for both normal and drought condition operation are still to be completed. When completed these may change the projects on this list.

- Upgrade of Foster Park Production Facilities. This will include replacing the production capacity of the surface diversion with new wells. Upgrades of the facilities have been designed and are pending environmental approval. Construction should begin in 2006 and be completed by 2008.

- Saticoy Conditioning Facility Renovation. Upgrades to the facility, including the installation of an emergency generator, will provide capacity to treat production from two wells simultaneously.

- Construction of Saticoy Well No. 3. This new well is currently included with the upgrade of the Saticoy Conditioning Facility. Design is underway and completion is anticipated by 2006.

- Construction of Connecting Pipelines. Several system connections are still needed to enable efficient movement of water from sources to distant sections of the City.

- North Wells Road Reservoir. This 4 million gallons of additional storage will serve the eastern portion of the area to improve fire and domestic supply reliability.

Other projects currently included in the 5-year Capital Improvement Plan include both projects needed to maintain our existing water system infrastructure and projects planned to improve system efficiency and reliability. They include:

- Rehabilitate and upgrade mechanical/electrical system for Golf Course Well #3;

- Correction of distribution system dead-ends and complete system service loops;

- Replacement of aging cast iron mains;

- Continue modernization of and provide emergency backup power for the booster pump stations that deliver treated water to system storage; and

- Construct new pipeline improvements to include interties for the 210/330 and 210/430 zones and backup zone connections for the Pierpont-Harbor neighborhood.

Although additional water supplies are not needed at this time, the following system efficiency improvements will make the water system capable of supporting increased demands:

- Continue to work with participating agencies on the Ventura River Watershed and Habitat Conservation Plans for Steelhead Trout.

- Continue discussions with local agencies concerning our State Water Project Entitlement.

- Continue work towards development of Santa Paula Basin Operational/Management Plan with United Water Conservation District & Santa Paula Pumpers Association.

- Implement the recommendations in the West County Water Supply Reliability Study, which would provide an emergency connection between the Ventura and Oxnard water systems.

- Work with the Casitas Municipal Water District to formally define the City's water service in the North Ventura Avenue area.

VII. Certification

By adopting the 2004 Biennial Water Supply Report, the City Council certifies that based on the findings of this report, there is sufficient water supply available with existing local resources to satisfy the City's water needs for at least the next ten years. The next biennial certification review will take place in the Fall of 2006.

[waln:cert.supply04.doc]

Appendix G

Responses to Comments on the Draft EIR

RESPONSES TO COMMENTS ON THE DRAFT EIR

The letters that follow are the public comment letters on the Draft Environmental Impact Report (EIR) for the proposed 2005 Ventura General Plan. The Draft EIR was circulated for a public review period that began on June 1, 2005 and concluded on July 18, 2005. This appendix includes responses to comments on the Draft EIR.

The City received 32 comment letters on the Draft EIR. Commenters and the pages on which each letter appears are listed below.

The comment letters and the City's responses follow. Responses to individual comment letters immediately follow each letter. When a letter includes more than one comment, the individual comments are lettered (1A, for example) and specific responses are provided for each comment.

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Sean Walsh
Director

1

July 14, 2005

Kari Gialketsis
City of San Buenaventura
501 Poli Street
P.O. Box 99
San Buenaventura, CA 93002

Subject: City of Ventura 2005 General Plan Draft EIR
SCH#: 2004101014

Dear Kari Gialketsis:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 13, 2005, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Post-it® Fax Note 7671	Date 7-14-05	# of pages ▶ 6
To Maggie	From Sheila	
Co./Dept. OJ	Co. OPR	
Phone #	Phone # 445-0613	
Fax # 805 653-0763	Fax # 323-3018	

Document Details Report
State Clearinghouse Data Base

SCH# 2004101014
Project Title City of Ventura 2005 General Plan Draft EIR
Lead Agency San Buenaventura, City of

Type EIR Draft EIR

Description The 2005 Ventura General Plan is an update to the 1989 Comprehensive Plan that currently serves as the blueprint for development in the City of Ventura. The 2005 General Plan updates each of the 1989 Comprehensive Plan elements, other than the Housing Element (an update of which was approved in 2004) with policies and action items that reflect the current needs and preferences of the community. The land use map will also be updated including a simplification of the number of land use categories from over 30 to 9 land use categories.
The 2005 General Plan DEIR includes analysis of six separate land use scenarios. These scenarios range from an intensification/reuse only option with minimal changes to the City's sphere of influence (SOI) to an option that includes three expansion areas totaling 1,449 acres currently in agricultural use for possible future development. The DEIR would also be used as a Master Environmental Assessment (MEA) for future environmental analysis in the planning area.

Lead Agency Contact

Name Kari Gialketsis
Agency City of San Buenaventura
Phone (805) 654-7726 **Fax**
email
Address 501 Poli Street
P.O. Box 99
City San Buenaventura **State** CA **Zip** 93002

Project Location

County Ventura
City Ventura
Region
Cross Streets Citywide
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 101, 126, 33
Airports
Railways UPRR
Waterways Santa Clara River, Ventura River
Schools Ventura USD (All Schools)
Land Use All land use categories.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Coastal Zone; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Department of Health Services; Department of Housing and Community Development; Office of Emergency Services; Department of Fish and Game, Region 5; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 7; California Coastal Commission; Department of Toxic Substances Control

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 06/01/2005 ***Start of Review*** 06/01/2005 ***End of Review*** 07/13/2005

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter 1

COMMENTER: Terry Roberts, Director, State Clearinghouse, Governor's Office of Planning and Research

DATE: July 14, 2005

RESPONSE:

The commenter attaches a letter from the California Department of Parks and Recreation and acknowledges that the City has complied with State Clearinghouse review requirements for draft environmental documents. The comments from the Department of Parks and Recreation are addressed in the response to Comment Letter 2.

State of California • The Resources Agency
Arnold Schwarzenegger, Governor
DEPARTMENT OF PARKS AND RECREATION
Ruth Coleman, Director
911 San Pedro Street
Ventura, CA 93001
805/585-1850 Fax 805/586-1857

2

RECEIVED
JUL 13 2005
STATE CLEARING HOUSE

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7-13-05
e

July 13, 2005

Attn: State Clearinghouse

RE: City of Ventura General Plan Draft EIR – SCH #2004101014

Dear Reader:

Thank you for the opportunity to review and comment of the Draft EIR (DEIR) for the City of Ventura's General Plan. Two state park units and a portion of the Omer Rains Bike trail are within the jurisdiction of the City. We have had a long and successful working relationship with the City and look forward opportunities to work together.

Our comments on the DEIR focus on the biological resources. There are four specific points/considerations we believe should be brought to the City's attention. They are:

1. **Coastal strand/Beach:** Our field data records have recorded two Western snowy plover nests on the beach north of the Santa Clara River in Summer 2005. Western snowy plovers also use this coastal strand/beach as wintering foraging habitat. It is also an area known for nesting by the California Least Tern. A

2. **Special status communities/areas:** The beach area north of the Santa Clara River should be considered as a sensitive habitat area because it supports both Western Snowy Plover and California Least Tern habitat. B

3. **Summary comparison of impacts for EIR scenarios:** All development and intensification of use in the City has potential for increasing impacts on the Santa Clara River Estuary due to discharges from the City's wastewater treatment plant. Unless contemplated water recycling programs keep pace with increased growth there will be increased levels of discharge into the Santa Clara River Estuary. Other less easily quantified impacts will occur in riparian, wetlands, and open water habitats due to increased runoff tied to increased impermeable surface area within developments. These in turn could affect special status species such as tidewater goby, steelhead, and other aquatic spp. through the potential for increased erosion and associated sediment entering waterways, increased contaminants entering waterways, and other effects associated with increased impermeable surfaces C

4. **Action 1.8 should include the buffering all watercourses.** Action Items to protect riparian areas from the impacts of future development effective in protecting riparian areas should include the avoidance of building within the D

floodplain where feasible. Where infeasible, appropriate mitigations must be enforced.

Questions or follow-up on comments made in this letter can be addressed to Barbara Fosbrink, Technical Services Chief, (805) 585-1848 or bfosb@parks.ca.gov.

Sincerely,

Richard A. Rojas
Superintendent
Channel Coast District

cc. DPLA Environmental California Department of Water Resources
California Department of Parks and Recreation, Natural Resources Division

Letter 2

COMMENTER: Richard A. Rojas, Superintendent, Channel Coast District, California Department of Parks and Recreation

DATE: July 13, 2005

RESPONSE:

Response 2A

The commenter notes that Department of Parks and Recreation records indicate that two Western snowy plover nests were identified on the beach north of the Santa Clara River in summer 2005 and notes that the same area is also known for nesting by California least tern. In response to this comment, the second paragraph under Coastal Strand/Beach on page 4.4-1 of Section 4.4, *Biological Resources,* will be revised to read as follows:

> *Cobble beach habitat is also found near the Ventura River mouth and in patches intermixed with sandy beach habitat. Littleneck and bean clams may be found buried next to cobbles used by gastropods such as the black turban snail. The cobble area also contains a few striped and yellow shore crabs. The listed Western snowy plover forages in the beach habitat in the City and has been identified on the beach north of the Santa Clara River. The listed least tern also nests in sandy beach/coastal strand habitat north of the Santa Clara River mouth.*

This minor clarification does not affect the conclusions of the Draft EIR. Implementation of proposed General Plan policies and actions would reduce potential impacts to the Western snowy plover and California least tern to a less than significant level.

Response 2B

The commenter states that the beach area north of the Santa Clara River should be considered a "sensitive habitat" because it supports the Western snowy plover and California least tern. General Plan Action 1.17 identifies "shoreline areas" as sensitive habitats and requires surveys and appropriate buffers and other mitigation for any projects that may affect such areas. Implementation of this action would address possible future impacts to the Western snowy plover and California least tern.

Response 2C

The commenter states that the intensification of land use within the City has the potential to indirectly affect the Santa Clara River estuary and other open water habitats because of increased discharges from the wastewater treatment plant and increased surface runoff associated with the increase in impermeable surface area. Issues relating to wastewater treatment and surface water quality are addressed in Sections 4.13, *Utilities and Service Systems,* and 4.8, *Hydrology and Water Quality.* As discussed in Section 4.13, the City's wastewater treatment plant has adequate capacity to handle the projected increase in wastewater flow under any of the six EIR land use scenarios. As such, although an increase in overall wastewater generation would occur, wastewater

treatment would continue to meet Regional Water Quality Control Board discharge requirements and significant impacts would not occur. As discussed in Section 4.8, all future development in the City would be subject to the requirements of the Ventura County SQUIMP, which provide specific stormwater runoff treatment requirements and performance standards. The standards for new development and redevelopment exceed the standards of most existing development in the City and generally restrict post-project runoff levels to pre-project levels. Continued implementation of SQUIMP requirements on all new development and redevelopment within the City would be expected to generally improve the quality of stormwater runoff and reduce impacts to surface water quality to a less than significant level.

Response 2D

The commenter states an opinion that Action 1.8 should include the buffering of all watercourses and that building within the floodplain should be avoided. Proposed Action 1.8 provides for a minimum 50-foot buffer for waterways that retain natural soil slopes and thus have the potential for biological value. This action is not intended to apply to existing concrete-lined channels since such channels have little or no biological resource value. However, Action 1.10 calls for the removal of concrete channel structures as funding allows and where doing so will fit the context of the area and not create unacceptable flood or erosion potential. As discussed in Section 4.8, *Hydrology and Water Quality*, the six EIR land use scenarios include only a limited amount of developable land within the floodplain. Any future development proposals within 100-year flood zones would be required to comply with all Federal Emergency Management Agency requirements as well as the City's Flood Plain Ordinance.

Ventura
Local Agency Formation Commission

3

July 11, 2005

RECEIVED
JUL 14 2005
Community Development
PLANNING DIVISION

Kari Gialketsis, Principal Planner
City of San Buenaventura Community Development Department
PO Box 99
Ventura, CA 93002-0099

RE: 2005 Ventura General Plan EIR Comments

Dear Kari:

Thank you for providing the Ventura Local Agency Formation Commission (LAFCO) with the opportunity to comment on the Draft Program EIR for the Ventura General Plan. As a responsible agency for subsequent projects that may be implemented according to the General Plan, LAFCO must be able to make findings that the CEQA determinations made by the lead agency are appropriate for proposed project(s). Having the opportunity to comment on draft environmental documents helps to ensure that the CEQA issues as they pertain to the LAFCO process are addressed prior to application to LAFCO. Please understand that the specific comments about the DEIR detailed below are those of the LAFCO staff. The DEIR has not been reviewed or discussed by the Commission.

Section 2.0 – Project Description

1. Figures 2-4, 2-5, 2-6, 2-7 and 2-8 contain multiple, confusing references to areas within the North Ventura Avenue area ("North Avenue Potential Expansion Area", "Upper North Avenue District" and "North Avenue District"). These Figures and all related text references should be clarified so the reader can better distinguish between "Districts" and the "Potential Expansion Areas" in the North Ventura Avenue area. A

2. Due to the relatively large scale of the "Scenario" maps (Figures 2-3 through 2-8), it would be helpful if a list or table of Assessor parcel numbers is included as part of the Project Description Chapter to distinguish the specific boundaries of each of the potential expansion areas. B

Section 4.2 - Agriculture

1. Please find enclosed additional comments offered in 11 x 17-inch chart format in an effort to reduce the length of our narrative comments. This chart is intended to clarify and supplement the information provided in the agricultural impacts chart on Page 4.2-12 of the EIR. In particular, please note Footnote No. 3 on the chart. As currently described in the EIR, annexation of the North Avenue Potential Expansion C

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Area is not possible based on the fact that geographic contiguity cannot be established unless the EIR is revised to include parcels to the south not already analyzed in the scope of the proposed General Plan land use scenarios.

Please also note the a portion of the 11-acre property north of the wastewater treatment plant included in Scenario 1 is subject to City SOAR according to County GIS maps. D

2. Although the City of Ventura may use the State Important Farmland Maps as a threshold for significance for their initial study checklist, LAFCO must comply with the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 definition of prime agriculture to determine agricultural impacts. The definition is as follows: E

   (Government Code (G.C.) Section 56064)
   "...an area of land whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:
   - *(a) Land that qualifies, if irrigated, for rating as class I or II in the USDA Natural Resource Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.*
   - *(b) Land that qualifies for rating 80 and 100 Storie Index Rating.*
   - *(c) Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre...*
   - *(d) Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during commercial bearing period on an annual basis...of not less than $400 per acre.*
   - (e) *Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than $400 per acre for three of the previous five years."*

   For LAFCO purposes, the USDA rating and storie class of the site should be addressed in the EIR or at the time of application for a specific boundary change.

3. Not all parcels under Land Conservation Act (LCA) contract within the Olivas Potential Expansion Area are shown on Figure 4.2-3. Based on our review of County GIS maps, it appears that approximately 170 acres of land are under LCA contract in the Olivas area rather than 24 acres as indicated in the EIR (Assessor Parcels: 080-0-020-200 and 138-0-060-495). The map and accompanying text references to total acreage under LCA contract should be revised accordingly. F

4. For those Expansion Areas containing parcels subject to LCA contracts, the EIR should describe the consistency review process according to Government Code Section 56856.5 and acknowledge that this generally precludes the ability of LAFCO to approve the annexation of such lands to a city. G

5. The first paragraph on Page 4.2-11 indicates that any change to greenbelt agreement boundaries between cities requires approval from LAFCO. This is incorrect. Greenbelt agreements are statements of local policy adopted by one or more cities and the County of Ventura. However, although LAFCO is not a party to greenbelt agreements, it has "endorsed" all such agreements as statements of local policy. As such, LAFCO has adopted a policy providing that a proposal from a city that is in conflict with any greenbelt agreement will not be approved unless exceptional circumstances exist. A greenbelt amendment must be amended by all parties involved prior to any proposal which may be in conflict with the agreement being considered by LAFCO (see enclosed Section 2.5.3 of the LAFCO Commissioner's Handbook). H

6. The EIR references proposed General Plan Policy 3D ("Continue to preserve agricultural lands within the City's Planning Area") and cites proposed General Plan Action 3.12 as being one means to this end. General Plan Action 3.12 directs the City to renew and "modify" greenbelt agreements as necessary to direct development to already urbanized areas." I

   Page 4.2-16 of the EIR contains the following statement:

   > " Implementation of the above policies/actions would minimize the *premature* conversion of agricultural lands under any of the land use scenarios. Outside of re-designating important farmlands for continued agricultural use, additional mitigation is not available." (emphasis added)

   Given the above statement acknowledging that agricultural land would not be permanently preserved within the timeframe and context of the development contemplated under the proposed General Plan, and based on the EIR conclusion that all six land use scenarios would result in the conversion of agricultural land within the sphere, and that two of the scenarios (Scenario 2 and 3) would actually require a reduction in the area covered by the Oxnard-Ventura Greenbelt, it is unclear how any of the proposed scenarios could be found to be *consistent* with General Plan Action 3.12, let alone how these policies could be found to serve as "mitigation measures" (see next comment).

7. Two of the mitigation measures proposed by the EIR to address impacts associated with the conversion of agricultural land (Pages 4.2-15 – 4.2-16) refer to implementation of General Plan Actions 3.12 and 3.15 which, respectively, directs J

the City to renew and modify greenbelt agreements as necessary to direct development to already urbanized areas, and to adopt use permit standards for non-farm activities in agricultural areas that protect and support farm operations (including requiring non-farm uses to provide buffers). However, the EIR acknowledges that these policies merely serve to minimize the "premature" conversion of agricultural land and, and that "outside of re-designating important farmlands for continued agricultural use (which the EIR does not propose to do), additional mitigation is not available." As such, reliance on these policies which serve as only *temporary* means to preserve agricultural land as "mitigation" does not seem to reflect the true intent of mitigation under CEQA. Moreover, given that the impacts regarding agricultural land conversion would remain unavoidably significant, even with this "mitigation", we believe that the references to the proposed General Plan actions as "mitigation" should be deleted altogether.

8. Please note that LAFCO is planning to prepare a Municipal Service Review (MSR) for the City of Ventura, which is required before LAFCO can undertake an update of the City's sphere of influence. As part of this process, LAFCO policy 4.1.2.3 (enclosed) provides that city spheres of influence should coincide, with or cover lesser area than, voter approved growth boundaries. LAFCO will base the update of the City's sphere of influence on the above-noted policy, unless there is sufficient justification for change. This project EIR and subsequent decisions by the City about its SOAR boundary will be used as part of the basis for the City's sphere of influence update by LAFCO. Thus, once LAFCO completes the MSR, the probable result will be that all territory located within the current sphere of influence but subject to the City's SOAR ordinance will be removed from the sphere (including all or portions of land use Scenarios 2-6, and possibly even Scenario 1, with respect to the 11-acre area that is outside of the current sphere and a portion of which is subject to the City SOAR). If LAFCO's sphere of influence update is completed prior to the passage of a SOAR vote to redesignate any of the Expansion Areas, any of the Expansion Areas that are subject to the City SOAR ordinance could also be outside the City's sphere of influence. As such, the EIR should discuss the fact that an application for a sphere amendment may need to be approved by LAFCO prior to considering these lands for annexation. K

9. The first paragraph of page 4.2-18 incorrectly references the Olivas area as being part of Scenario 4. L

10. The discussion on page 4.2-18 under Scenario 5 indicates that a portion of the Western Cañada Larga area could only be converted to another use upon cancellation of existing LCA contracts and approval of a sphere of influence amendment by LAFCO. Scenarios 2 and 3 would also require cancellation of existing LCA contracts. The applicable sections of the EIR should be revised to acknowledge this fact. Also, based on the City's current sphere of influence M

boundary. Scenarios 1, 2, 3 and 4 would require sphere of influence amendments. Scenario 6 may potentially require a sphere amendment following the pending sphere update to be performed by LAFCO as part of the Municipal Service Review process.

11. Under Scenario 1 on page 4.2-20, the EIR states, "several agricultural properties within the proposed SOI that are currently designated for non-agricultural uses could be developed under this scenario." The EIR proceeds to reference properties in the Saticoy area that may present potential agricultural/urban compatibility conflicts, however, there is no information about any specific property in the Saticoy area and no mapped reference. For the record, we would like it noted that the subject EIR does not contain sufficient information to assess impacts associated with any annexations associated with these properties. Any future actions requiring LAFCO approval will require additional environmental review. N

Section 4.14 - Land Use and Planning

12. Section 4.14 (Land Use and Planning) of the EIR contains erroneous interpretations of the Cortese-Knox-Hertzberg Act of 2000 (California Government Code Section 56000 et seq.), LAFCO policies and the Ventura County Guidelines for Orderly Development. Please refer to the "Frequently Asked Questions" link on our website at www.ventura.lafco.ca.gov for additional information. For the sake of ease and clarity, we recommend that the EIR simply reference the applicable Code Sections or local policy documents in sufficient detail for interested readers to locate on their own accord rather than include inaccurate restatements of statutes and policies. As such, we recommend that all the applicable interpretations found on pages 4.14.6 and 4.14.7 be deleted. O

13. In addition to the factors contained in Government Code Section 56000 et seq., the Ventura LAFCO has adopted local polices that will also be considered as a part of any LAFCO review of the project. A discussion about consistency with these Ventura LAFCO policies and any resulting environmental impacts should be included in the EIR. All of these polices are contained in the Ventura LAFCO Commissioner's Handbook. A complete copy of the Commissioner's Handbook is available from the Ventura LAFCO and on-line at the Ventura LAFCO web site. Specific applicable LAFCO policies are enclosed and include: P
    a. Conformance with local plans and policies (policy 2.5.1), especially in relation to any changes that may be necessary to the City's SOAR ordinance.
    b. Agriculture and open space conversion (policy 3.1.5 in its entirety). Note that policy 3.1.5 requires a detailed alternative site analysis of non-prime agricultural or vacant lands as well as an analysis of the impacts on

adjoining prime agricultural or open space lands. Also note that this policy refers to phasing annexation for very large developments that may involve time horizons over 5 years.

c. School capacity (policy 3.1.6)
d. Annexation of unincorporated island (policy 3.2.3)

Given that the subject EIR does not include an analysis of several of the above noted policies, LAFCO does not consider this EIR adequate for the purposes of any future sphere amendments or annexations unless supplemental analysis is provided.

Paragraph b, above is emphasized in response to statements in the EIR indicating that the 2005 General Plan would not change the land use designation for any of the areas under Scenarios 2 through 6 (pages 4.2-17 through 4.2-18). At the point when the City begins to implement any land use scenario that requires an amendment to the sphere of influence, please note that LAFCO discourages such unless annexation of the territory involved is anticipated within five years. Note further, however, that once territory is within the City's sphere of influence there is no requirement that it be annexed within five years or any other specific timeframe.

14. In acting on any governmental boundary reorganization proposal LAFCO must consider the factors identified in Government Code Section 56668. Each of these factors should be fully discussed in the appropriate sections of the EIR. Note that these factors include a reference to Government Code Section 56377 concerning open space conversion and that LAFCO uses the definition of open space contained in Section 65560 of the Public Resources Code.

Again, thank you for the opportunity to comment. If there are any questions regarding our comments, please feel free to contact me at 805-654-2866.

Sincerely,

Kim Uhlich
Senior Analyst

cc: Ventura LAFCO
Susan J. Daluddung, Community Development Director
Joe Power, Principal, Rincon Consultants, Inc.

DIVISION 2 – OPERATIONAL POLICIES

CHAPTER 5 – LOCAL PLANS AND POLICIES

SECTION 2.5.1 CONFORMANCE WITH LOCAL PLANS AND POLICIES

2.5.1.1 Consistency with General and Specific Plans: Unless exceptional circumstances are shown, LAFCO will not approve a proposal unless it is consistent with the applicable general plan and any applicable specific plan. For purposes of this policy, the applicable general plan is as follows:

i. For proposals by a city, the general plan of the city.
ii. For proposals by a district, where the affected territory lies within an adopted sphere of influence of a city, the general plan of the city.
iii. For proposals by a district, where the affected territory lies outside an adopted city sphere of influence, the Ventura County General Plan.

2.5.1.2 Consistency with ordinances requiring voter approval: For cities that have enacted ordinances that require voter approval for the extension of services or for changing general plan designations, LAFCO will not approve a proposal unless it is consistent with such ordinances and voter approval has first been granted, or unless exceptional circumstances are shown to exist.

SECTION 2.5.2 GUIDELINES FOR ORDERLY DEVELOPMENT

LAFCO encourages proposals that involve urban development or that result in urban development to include annexation to a city wherever possible. In support of this policy LAFCO has adopted Guidelines for Orderly Development, the policies of which are incorporated by reference.

SECTION 2.5.3 GREENBELTS

The County of Ventura and various cities in the County have adopted Greenbelt Agreements for the purposes of preserving agriculture and/or open space, providing separation between cities, and/or limiting the extension of urban services. The Ventura LAFCO is not a direct party to these Greenbelt Agreements, but has endorsed them as statements of local policy. As such, LAFCO will not approve a proposal from a city that is in conflict with any Greenbelt Agreement unless exceptional circumstances are shown to exist. A Greenbelt Agreement shall be amended by all parties involved prior to any proposal which may be in conflict with the Agreement is considered by LAFCO.

SECTION 3.1.5 AGRICULTURE AND OPEN SPACE PRESERVATION

3.1.5.1 Findings and criteria for prime agricultural and open space land conversion: LAFCO will approve a proposal for a change of organization or reorganization which is likely to result in the conversion of prime agricultural or open space land use to other uses only if the Commission finds that the proposal will lead to planned, orderly, and efficient development. For the purposes of this policy, a proposal for a change of organization or reorganization leads to planned, orderly, and efficient development only if all of the following criteria are met:

i. The territory involved is contiguous to either lands developed with an urban use or lands which have received all discretionary approvals for urban development.
ii. The territory is likely to be developed within 5 years and has been pre-zoned for non-agricultural or open space use. In the case of very large developments, annexation should be phased wherever possible.
iii. Insufficient non-prime agricultural or vacant land exists within the existing boundaries of the agency that is planned and developable for the same general type of use.
iv. The territory involved is not subject to voter approval for the extension of services or for changing general plan land use designations. Where such voter approval is required by local ordinance, such voter approval must be obtained prior to LAFCO action on any proposal unless exceptional circumstances are shown to exist.
v. The proposal will have no significant adverse effects on the physical and economic integrity of other prime agricultural or open space lands.

3.1.5.2 Findings that insufficient non-prime agricultural or vacant land exists: The Commission will not make affirmative findings that insufficient non-prime agricultural or vacant land exists within the boundaries of the agency unless the applicable jurisdiction has prepared a detailed alternative site analysis which at a minimum includes:

i. An evaluation of all vacant, non-prime agricultural lands within the boundaries of the jurisdiction that could be developed for the same or similar uses.
ii. An evaluation of the re-use and redevelopment potential of developed areas within the boundaries of the jurisdiction for the same or similar uses.
iii. Determinations as to why vacant, non-prime agricultural lands and potential re-use and redevelopment sites are unavailable or undesirable for the same or similar uses, and why conversion of prime agricultural or open space lands are necessary for the planned, orderly, and efficient development of the jurisdiction.

3.1.5.3 Impacts on adjoining prime agricultural or open space lands: In making the determination whether conversion will adversely impact adjoining prime agricultural or open space lands, the Commission will consider the following factors:

i. The prime agricultural and open space significance of the territory and adjacent areas relative to other agricultural and open space lands in the region.
ii. The economic viability of the prime agricultural lands to be converted.
iii. The health and well being of any urban residents adjacent to the prime agricultural lands to be converted.
iv. The use of the territory and the adjacent areas.
v. Whether public facilities related to the proposal would be sized or situated so as to facilitate the conversion of prime agricultural or open space land outside of the agency's sphere of influence, or will be extended through prime agricultural or open space lands outside the agency's sphere of influence.
vi. Whether natural or man-made barriers serve to buffer prime agricultural or open space lands outside of the agency's sphere of influence from the effects of the proposal.
vii. Applicable provisions of local general plans, applicable ordinances that require voter approval prior to the extension of urban services or changes to general plan designations, Greenbelt Agreements, applicable growth-management policies, and statutory provisions designed to protect agriculture or open space.
viii. Comments and recommendations by the Ventura County Agricultural Commissioner.

SECTION 3.1.6 SCHOOL CAPACITY

In addition to the factors and determinations required by state law, LAFCO will consider whether or not the territory involved in a proposal for a change of organization or reorganization can be served by affected school districts. LAFCO will not favor any change of organization or reorganization proposal where any affected school district certifies that there is not sufficient existing school capacity, or will not be sufficient school capacity at the time of development, to serve the territory involved.

SECTION 3.2.3 ANNEXATION OF UNINCORPORATED ISLAND AREAS BY CITIES

(Added 4/16/03)

Any approval of a proposal for a change of organization or reorganization will be conditioned to provide that proceedings will not be completed until and unless a subsequent proposal is filed with LAFCO initiating proceedings for the change of organization or reorganization of all unincorporated island areas that meet the provisions of Government Code Section 56375.3, provided all of the following criteria are applicable:

i. The approved proposal was initiated by resolution of a city that surrounds or substantially surrounds one or more unincorporated island areas that meet the requirements of Section 56375.3.
ii. The territory in the approved proposal consists of one or more areas that are each 40 acres or more in area.
iii. The territory in the approved proposal will not be used exclusively for agriculture or open space purposes after the completion of proceedings.
iv. The territory in the approved proposal is not owned by a public agency or used for public purposes.

DIVISION 4 – SPHERES OF INFLUENCE

CHAPTER 1 – GENERAL POLICIES

SECTION 4.1.1 APPLICABILITY AND WAIVER

4.1.1.1 Applicability:
(a) These policies and standards do not preempt state law. In the event of a conflict between these policies and the provisions of state law, the provisions of state law shall prevail.
(b) In the event of a conflict between these policies relating to spheres of influence and the rules and regulations, or the operational policies, adopted by the Ventura LAFCO, the provisions of the rules and regulations and the operational policies shall prevail.

4.1.1.2 Waiver: These policies and standards relating to spheres of influence shall be given great weight as a part of the Ventura LAFCO's consideration of proposals. They are general guidelines for the Commission to follow, however, they are not mandatory or binding. The Commission can and will consider each proposal upon its merits within the parameters set forth in state law. Should the Commission elect not to follow a policy, it shall, as a part of any resolution on the matter and as part of the written record, set forth the specific waiver, and the reason for it.

SECTION 4.1.2 BOUNDARIES

4.1.2.1 Compliance with state law: All boundaries shall comply with the provisions of state law.

4.1.2.2 Conformance with lines of ownership and assessment: Sphere of influence boundaries should coincide with lines of assessment or ownership. If sphere of influence boundaries do not coincide with lines of assessment or ownership they shall be described by metes and bounds legal descriptions sufficient for definitive mapping purposes using geographic information system software.

4.1.2.3 Consistent with voter approved growth boundaries: For cities that have enacted ordinances that require voter approval for the extension of services or for changing general plan designations, sphere of influence boundaries should coincide with, or cover lesser area than, voter approved growth boundaries.

Q

2005 Ventura General Plan EIR: Comparison of Scenarios 1 -6 integrating LAFCo Law/Policies and Minor Data Corrections

CRITERIA	Scenario 1 (4)	Scenario 2	Scario 3	Scenario 4	Scenario 5	Scenario 6
Prime Farmland Conversion?	Yes; refer to EIR for acreage	Yes; refer to EIR for acreage	Yes; refer to EIR for acreage	Yes; refer to EIR for acreage	Yes; refer to EIR for acreage	Yes; refer to EIR for acreage
Conflicts with SOAR? (1)	Portion of the 11 acres north of water filtration plant subject to City SOAR	Yes; refer to EIR for acreage	Yes; refer to EIR for acreage	Yes; refer to EIR for acreage	Yes; **approximately 95 total acres** subject to City SOAR (EIR indicates 84 acres) (6)	Yes; refer to EIR for acreage
Conflicts with LAFCo Law/Policy? (2)	11 acres north of water filtration plant would require SOI amandment prior to annexation. However, annexation of noncontiguous territory is prohibited by Sec. 56741 of C-K-H	North Avenue area is not contiguous to City boudary; annexation is prohibited by Sec. 56741 of C-K-H	North Avenue area is not contiguous to City boudary; annexation is prohibited by Sec. 56741 of C-K-H.	North Avenue area is not contiguous to City boundary; annexation is prohibited by Sec. 56741 of C-K-H.	North Avenue and Western Canada Larga areas are not contiguous to City boudary; annexation is prohibited by Sec.56741 of C-K-H.	North Avenue area is not contiguous to City boundary; annexation is prohibited by Sec. 56741 of C-K-H.
Conflicts with Guidelines for Orderly Development (3)?	Yes; land to be developed for urban purposes should first be annexed to City. North Avenue area cannot be annexed per LAFCo policy	Yes; land to be developed for urban purposes should first be annexed to City. North Avenue area cannot be annexed per LAFCo policy	Yes; land to be developed for urban purposes should first be annexed to City. North Avenue area cannot be annexed per LAFCo policy	Yes; land to be developed for urban purposes should first be annexed to City. North Avenue area cannot be annexed per LAFCo policy	Yes; land to be developed for urban purposes should first be annexed to City. North Avenue and Wester Canada Larga areas cannot be annexed par LAFCo policy	Yes; land to be developed for urban purposes should first be annexed to City. North Avenue area cannot be annexed per LAFCo policy
Conflicts with greenbelt agreement?	No, according to criteria for Scenario 1 eligibility as stated in EIR (5)	Yes; refer to EIR for acreage	Yes; refer to EIR for acreage	No	No	No
Conflicts with LCA contract(s)?	No, according to criteria for Scenario 1 eligibility as stated in EIR (5)	Yes; **170 acres** in Olivas area under LCA contract (EIR indicates 24 total acres)	Yes; **170 acres** in Olivas area under LCA contract (EIR indicates 24 total acres)	No	Yes; refer to EIR for acreage	No

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NOTES:
(1) The EIR should indicate that LAFCo will not accept an application for a sphere amendment or an annexation for any territory subject to the City SOAR ordinance until and unless voter concurrance is reached.

(2) Through a pending State-mandated review and update of the City's sphere of influence to be performed by LAFCO within the next year, and based on Ventura LAFCO policies, all land currently subject to the City SOAR ordinance will potentially be removed from the SOI. As such, several areas identified as being within the SOI will potentially be removed from the SOI. This information should be included and made part of the EIR analysis.

(3) The location of the "North Avenue Potential Expansion Area" as described in the EIR does not include territory that would make annexation of this PEA possible under State law. It is possible to annex the parcels within the North Area PEA but in order to do so under this EIR it would be necessary to revise the project description and the boundaries of one or more of the land use scenarios to include properties south of the PEA that provide a means of geographical contiguity with properties already within the City boundaries located considerably south of the currently described North Avenue PEA. Some of these properties may be subject to the City SOAR ordinance and thus their inclusion in the General Plan area would need to be analyzed along with any other additional potential impacts.

(4) This analysis for Scenario 1 includes analysis of "incorporation" (sic) of approximately 11 acres north of water filtration plant in the North Avenue area as referred to in EIR. Specific properties included in under this Scenario are not all identified in the EIR. Those areas that are identified, such as the McGrath property,Thille area proparty, and several Saticoy sites, should be included in the impact analysis if they are known to be part of Scenario 1.

(5) Page 4.2-16 refers to criteria that properties eligible to be part of Scenario 1 must meet, such as properties not subject to City SOAR, can include agricultural land but must be designated for urban use, not subject to an LCA contract, not within a greenbelt and within the current SOI. However, Page S-1 of the EIR describes Scenario 1 as one that limits development "almost exclusively" to areas within the current SOI. Other EIR references to Scenario 1 indicate that no land outside the SOI will be included. Thus, the parameters of Scenario 1 are inconsistent and unclear.

(6) According the County GIS maps, approximately 29 acres within the W. Canada Larga PEA and approximately 66 acres in the North Ventura Avenue PEA , for a total of approximately 95 acres, are subject to the City SOAR.

Letter 3

COMMENTER: Kim Uhlich, Senior Analyst, Ventura Local Agency Formation Commission

DATE: July 11, 2005

RESPONSE:

Response 3A

The commenter notes that there are multiple confusing references to the North Avenue District, Upper North Avenue District, and North Avenue Expansion Area on Figures 2-4 through 2-8. The Upper North Avenue district is shaded gray and numbered "1." The North Avenue district is shaded gray and numbered "2." The North Avenue expansion area is shown with a hatch pattern and labeled as such. All three areas are within the current Sphere of Influence. However, the North Avenue expansion area is considered such because it is designated Agriculture in the current Comprehensive Plan land use map and therefore would need voter approval for re-designation and subsequent development.

Response 3B

The commenter requests a listing of parcel numbers for each of the potential expansion areas. This list was provided to the LAFCO staff upon their request and is attached.

Response 3C

The commenter notes that annexation of the North Avenue potential expansion area is not possible because it is not contiguous with the current City boundary. It is presumed that annexation and development of the North Avenue area would not occur (if at all) until such time as areas to the south and/or west are annexed to the City. The Draft EIR Project Description is unclear on this point. Therefore, the discussion of the City's corporate limits in Section 2.0, *Project Description*, will be revised as follows in the Final EIR (new text is underlined):

> ***a. Corporate Limits.*** *The corporate limits of the City currently encompass approximately 13,700 acres, or 21 square miles. The City stretches from the Pacific Ocean eastward to the community of Saticoy and northward up the Ventura River valley. The City is not currently seeking annexation of any lands outside the current City limits. However, the City may seek annexation of unincorporated islands as well as urbanized areas adjacent to the current City limits (such as in Saticoy and the North Ventura Avenue area) over the life of the 2005 General Plan. Any annexations would be sought only at such time as the area to be annexed is contiguous with the current (at that time) City limit.*

In addition, the first full paragraph on page 2-5 will be replaced with the following in the Final EIR to clarify whether and how the City may seek adjustments to the Sphere of Influence:

The City is not seeking any adjustments to the SOI at this time. However, the 2005 General Plan includes a land use designation ("Industrial") for a small area outside the current SOI. This area encompasses approximately 10-11 acres located north of the City's water filtration plant. The City may seek inclusion of that area within the SOI over the life of the 2005 General Plan; however, any application for an adjustment to the SOI and annexation would occur (if ever) only at such time as the City's corporate boundary has been extended to be contiguous with the boundary of the area. Similarly, should any potential expansion areas be selected for inclusion in the General Plan land use map in the future, the SOI may be proposed for adjustment at that time to encompass the expansion areas. Applications for any necessary SOI adjustments would be sought at such time as development of these areas is proposed. The SOI adjustments that would be needed for each expansion area are discussed in detail in subsection 2.5. Finally, the City is interested in having the SOI moved to be coterminous with the City's corporate boundary for the hillside areas above the City pursuant to Action 1.13 of the Draft General Plan. It is the City's understanding that the Ventura LAFCO is planning to prepare a Municipal Service Review (MSR) for the City that will likely result in the removal this area (and possibly other areas, including all of the potential expansion areas) from the SOI; therefore, the City will not seek an SOI adjustment at this time. However, if the LAFCO does not take action to remove the hillside areas from the SOI, the City may apply for such an adjustment in the future.

Subsection 2.5.3.c of the EIR Project Description will be revised to read as follows in the Final EIR (new text is underlined):

*c. **Possible Future Changes to Sphere of Influence Boundaries.** As noted in subsection 2.2, although the City is not seeking adjustment to the Sphere of Influence (SOI) at this time, implementation of the 2005 General Plan may require several adjustments to the Sphere of Influence (SOI) that would subsequently be processed and subject to approval by LAFCO. About 2,300 acres in the hillsides above the City are proposed to be removed from the SOI. This would remove these areas from consideration for future City extension of services and focus future development on non-hillside areas. In addition, approximately 10-11 acres north of the City's water filtration plant along the west of SR 33 may need to be included in the SOI at some point in the future. This area is partly in agricultural use, but it is designated for industrial development in the Ventura County General Plan and in the 1989 Comprehensive Plan.*

The SOI would not need to be adjusted at this time to include any of the expansion areas considered in this EIR. However, certain expansion areas would require expansion of the SOI if they are to be considered for future development. Such SOI expansions would be sought, if ever, at such time as development of the areas is proposed. Possible future expansions of the SOI include the following:

- ***Western Cañada Larga** – This 110-acre area, located at the northern end of the Planning Area along the State Route (SR) 33 corridor, would need to be included in the SOI if selected for possible future development. Inclusion within the SOI could occur only at such time as the City's corporate boundary has been extended to be contiguous with the boundary of the expansion area.*
- ***Olivas** – About 55 acres of the 930-acre Olivas area (the portion of this area north of U.S. 101) are within the current SOI. However, the remaining 875 acres, which*

consist of agricultural land located primarily between U.S. 101 and Harbor Boulevard, would need to be included in the SOI if this area is selected for possible future development.

- ***Serra** – About 160 acres of the 438-acre Serra area are currently outside the SOI. This area, which is located south of Bristol Road and along the north bank of the Santa Clara River, would need to be included in the SOI if the Serra area is selected for possible future development.*

Because the Ventura LAFCO may remove all areas subject to voter approval from the SOI as a result of its Municipal Service Review, any of the expansion areas may have been removed from the SOI by the time they are considered for development. Therefore, an SOI adjustment may need to be sought for any of the expansion areas.

The second, third, and fourth paragraph under subsection 2.6 (those related to LAFCO approvals) will be replaced with the following:

The City is not seeking annexation of lands or adjustments to the SOI at this time. However, implementation of the 2005 General Plan may require future approval of adjustments to the City's SOI, as described above. Annexations and SOI adjustments would be sought as appropriate at such time as developments are proposed for the areas in question. Any adjustments to the SOI will require approval from the Ventura LAFCO.

Other references to future SOI adjustments throughout the Draft EIR will be adjusted to reflect the above. In addition, Figures 2-3 through 2-8 will be revised to eliminate the future SOI boundaries that are depicted.

Response 3D

The commenter states that the 11-acre property north of the water treatment plant is subject to SOAR according to County records. In actuality, two small pieces of the property in question are designated Agriculture in the current Comprehensive Plan and therefore subject to SOAR. However, the bulk of the property (and the entire area included within the Upper North Avenue District depicted on Figures 2-3 through 2-8) is designated Industrial and not subject to SOAR.

Response 3E

The commenter notes that the Ventura County LAFCO uses the USDA rating and storie class of the site to determine the significance of agricultural resource impacts. Any project EIR for future annexation or SOI adjustment proposals will address these factors, in accordance with LAFCO requirements.

Response 3F

The commenter notes that the Olivas area includes an additional Land Conservation Act (LCA) contract not noted in the Draft EIR. In response to this comment, Figure 4.2-3 will be amended to reflect this additional LCA contract. In addition, Table 4.2-3 and accompanying text will be

amended to reflect the fact that EIR Scenarios 2 and 3 would potentially affect 170 acres if land under LCA contract. This change in acreage does not affect the findings or conclusions of the Draft EIR as conflicts with agricultural designations were already identified as unavoidably significant for Scenarios 2 and 3.

Response 3G

The commenter suggests that the EIR should describe the LAFCO review process required by the California Government Code and that the presence of LCA contracts within an area generally precludes LAFCO from approving annexation. In response to this comment, the following will be added to the first paragraph under "Scenario 2 – Intensification/Reuse + North Avenue + Olivas + Serra" on page 4.2-17 (under Impact AG-2):

> *The California Government Code (Section 56856.5) generally precludes the LAFCO from approving annexation of lands under LCA contract unless a notice of non-renewal has been filed and the annexing agency (the City) agrees that no services will actually be provided during the remaining life of the contract for land uses or activities not allowed under the contract.*

This same sentence will also be added under the discussion of Scenarios 3, 4, and 5.

Response 3H

The commenter notes that the Draft EIR incorrectly states that the LAFCO needs to approve amendments to greenbelt agreements. In response to this comment, the last sentence of the first paragraph under "Greenbelt Agreements" on page 4.2-11 will be replaced with the following:

> *A greenbelt agreement must be amended by all parties involved before the LAFCO will consider any proposal that may be in conflict with the agreement.*

Response 3I

The commenter questions how the conversion of land within the Oxnard-Ventura Greenbelt Agreement could be found to be consistent with proposed General Plan Action 3.12 relating to the preservation of farmland and greenbelt agreements and how the proposed General Plan action could serve as a "mitigation measure." The action to which the commenter refers is not a "mitigation measure." Rather, it is an action proposed in the draft General Plan and thus is part of the "proposed project." In CEQA terms, mitigation measures are additional actions above and beyond those included in the proposed project. With respect to consistency with Action 3.12, it is the City's stated intent, throughout the 2005 General Plan, to focus first on intensification and reuse of lands within the SOI prior considering expansion of the SOI boundaries. It is expected that the focus on intensification and reuse will relieve pressure for the development of farmland at the City's periphery. Nevertheless, the City acknowledges that some planning objectives may not be met through intensification/reuse alone and, under Scenarios 2-6, would retain the flexibility to consider annexation of various expansion areas at some point in the future. Though the City's general approach to planning is expected to minimize pressure for the future conversion of farmland, the Draft EIR acknowledges that such conversion would be an unavoidably significant impact. Finally, it should be noted that City

staff are recommending adoption of a variation on Scenario 1 (the "Intensification/Reuse Only" scenario), which includes none of the expansion areas and thus would not affect any areas within existing greenbelt agreements.

Response 3J

The commenter states an opinion that General Plan Actions 3.12 and 3.15 should not be referred to as "mitigation measure." As noted in Response 3I, the actions to which the commenter refers are not "mitigation measures," but rather are proposed General Plan policies that are part of the "proposed project." The discussion in the Draft EIR is merely intended to direct the reader to proposed General Plan actions that address the issue of farmland conversion. The Draft EIR acknowledges that, despite the inclusion of these actions in the draft General Plan, buildout of any of the EIR land use scenarios would result in unavoidably significant impacts relating to the conversion of important farmlands.

Response 3K

The commenter notes that the LAFCO is currently planning to prepare a Municipal Service Review that may result in the removal of all areas subject to voter approval from the SOI and states that the EIR should acknowledge this fact. Such a discussion will be added to the Final EIR. Please see Response 3C.

Response 3L

The commenter notes that the discussion of Alternative 4 incorrectly references the Olivas area. In response to this comment, the last sentence of the first paragraph on page 4.2-18 will be removed in the Final EIR.

Response 3M

The commenter notes that the statement regarding LCA contract cancellation under Scenario 5 also applies to Scenarios 2 and 3. The commenter also notes that any of the scenarios could ultimately require an expansion of the SOI. In response to this comment, the following sentence will be added to the discussion of Scenarios 2 and 3 on page 4.2-18 (under Impact AG-2):

Lands under LCA contract could only be converted upon cancellation of the contracts.

The SOI issue is discussed in previous responses. A statement regarding the need to expand the SOI for Scenarios 2, 3, and 4 will be added to the applicable discussions under Impact AG-2 and a statement of the possible need for an SOI adjustment will be added to the discussion of Scenario 6. Such a statement is not necessary for Scenario 1 since, although development under that scenario may require a future SOI adjustment, such an adjustment would not involve agriculturally-designated land (please see Response 3D).

Response 3N

The commenter notes that the LAFCO will require additional environmental review for the future conversion of agricultural parcels within the SOI prior to any actions requiring LAFCO approval. Agricultural lands within the Planning Area are shown on Figure 4.2-1. The EIR is a program level document that analyzes the overall impact of growth under the 2005 General Plan. Project-specific environmental review will be conducted for individual development projects at such time as projects are proposed.

Response 3O

The commenter suggests that the text describing LAFCO policies and the Cortese-Knox – Hertzberg Act of 2000 be replaced with simple references to these policies in order to avoid inaccurate representations of policy intent. The commenter suggests that the EIR should include discussion of several additional policies relevant to LAFCO's review of the 2005 General Plan that are not included in the Draft EIR. In response to this comment, the discussion under Impact LU-1 will be replaced with the following in the Final EIR:

> ***Impact LU-1 No boundary adjustments are being sought at this time and all of the General Plan scenarios emphasize intensification and reuse over expansion of the City. Annexations and Sphere of Influence adjustments could be sought at some point in the future under any of the scenarios and certain possible annexations/Sphere of Influence adjustments could potentially conflict with relevant State and LAFCO policies. However, because any conflicts would need to be resolved prior to LAFCO approval of any boundary adjustment, impacts can be reduced to a Class III, less than significant level, for all six scenarios.***

The State of California possesses the exclusive power to regulate boundary changes, which means that no local government has the right to change its own boundary without State approval. The Legislature has prescribed a "uniform process" for boundary changes for both cities and special districts that is now embodied in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code Section 56000 et seq.). This Act delegates the Legislature's boundary powers to local agency formation commissions (LAFCOs).

The Ventura LAFCO is responsible for reviewing and approving proposed jurisdictional boundary changes in Ventura County, including the annexation and detachment of territory to and/or from cities and most special districts, incorporations of new cities, formations of new special districts, and consolidations, mergers, and dissolutions of existing districts. In addition, LAFCOs must review and approve contractual service agreements, conduct service reviews, and determine spheres of influence for each city and district.

In addition to the Cortese-Knox-Hertzberg Act, the Ventura LAFCO has adopted local policies that it considers in its review of projects. The LAFCO also enforces the County's Guidelines for Orderly Development. A complete listing of policies that

LAFCO considers in its review of proposed boundary changes can be found in the LAFCO website (www.ventura.lafco.ca.gov).

No adjustments to the City's corporate boundaries or Sphere of Influence (SOI) are proposed at this time. However, all of the 2005 General Plan scenarios could accommodate the development of lands that are outside the current City boundaries and SOI. Specific analysis of individual proposals would be needed at the time such possible future boundary adjustments are proposed, but boundary adjustment policies are discussed below as they relate to the 2005 General Plan.

Conformance with Local Plans and Policies

Unless exceptional circumstances are shown, LAFCO will not approve a proposal unless it is consistent with the applicable general plan and any applicable specific plan. No boundary adjustments are being sought at this time. Although boundary adjustments may be sought in the future under any of the EIR scenarios, it is anticipated that such adjustments would be consistent with the 2005 General Plan, regardless of which of the EIR scenarios is adopted.

LAFCO will not approve a proposal unless it is consistent with ordinances requiring voter approval. Scenarios 2-6 all includes potential expansion areas that are subject to voter approval. No land use designated or boundary adjustment is being sought at this time for any of the expansion areas. If such adjustments are sought at some point in the future, they will be sought only after voter approval of a land use designation change for the property in question.

Guidelines for Orderly Development

LAFCO encourages proposals that involve urban development or that result in urban development to include annexation to a city wherever possible. All of the EIR scenarios emphasize intensification/reuse over expansion of the City's boundaries and no boundary adjustments are being sought at this time. Nevertheless, all of the scenarios would accommodate development in lands that are outside the current corporate boundaries and the SOI. Development of such areas could be found to be in conflict with the Guidelines for Orderly Development, particularly with respect to the North Avenue and Western Cañada Larga expansion areas, which are not contiguous with the existing City corporate boundary. However, no development would occur until such time as the property in question is annexed and, if necessary, included in the SOI. Such adjustments could be made only with LAFCO approval and, in the case of the expansion areas, voter approval under SOAR. Given that future boundary adjustments would only be made at such time as they are deemed consistent with the Guidelines for Orderly Development, any of the scenarios could be found to be consistent with the Guidelines.

Greenbelts

LAFCO will not approve a proposal for a city that is in conflict with any Greenbelt Agreement unless exceptional circumstances are shown to exist. Scenarios 1, 4, 5, and 6 do not include any lands that are subject to existing Greenbelt Agreements. However, the Olivas expansion area that is included in Scenarios 2 and 3 is within the Oxnard-

Ventura Greenbelt. As such, the Olivas area could be brought into the SOI and annexed to the City only if it is removed from the Greenbelt. Such an amendment to the Greenbelt Agreement could be made only with the consent of the City of Oxnard. Moreover, approval of a land use designation change could only be made with voter approval under the SOAR Ordinance.

Agricultural and Open Space Preservation

LAFCO will approve a proposal for a change of organization that is likely to result in the conversion of Prime agricultural land or open space land only if it finds that the proposal will lead to planned, orderly, and efficient development. For a development to be deemed planned, orderly, and efficient, all of the following criteria must be met: (1) the territory involved is contiguous with lands developed with an urban use or that have received approvals for urban development; (2) the territory is likely to be developed within 5 years and has been pre-zoned for non-agricultural use; (3) insufficient non-Prime agricultural land or vacant land exists within the existing boundaries of the agency that is planned and developable for the same general type of use; (4) the territory is not subject to voter approval for the extension of services or changing of land use designations; and (5) the proposal will have no significant adverse effects on the integrity of other Prime agricultural or open space lands.

All of the EIR scenarios emphasize intensification and reuse of existing urban lands prior to the development of agricultural lands. Nevertheless, as discussed in Section 4.2, Agricultural Resources, any of the six scenarios would potentially accommodate the conversion of some Prime agricultural lands if the City's planning objectives cannot be met through intensification and reuse. All of the areas that could potentially be converted are contiguous with existing urban uses and, in many instances, are surrounded by urban uses. Although the North Avenue, Olivas, Serra, and Poinsettia expansion areas are subject to voter approval under the SOAR Ordinance, voter approval would have to be received prior to any LAFCO action. In addition, it is anticipated that inclusion within the SOI and/or annexation would not be sought unless development were planned within five years. In the case of large developments that could potentially be accommodated under Scenarios 2, 3, 4, and 6, development and annexation may need to be phased. Any of the agricultural lands that could be converted under Scenarios 1-6 could be found to be consistent with LAFCO's agricultural and open space preservation policies, though LAFCO's determination would need to be at the time of individual proposals based upon current (at that time) circumstances and the nature of the proposals.

School Capacity

LAFCO will not favor a change of organization where any affected school district certifies that there is no sufficient existing school capacity to serve the territory involved. As discussed in Section 4.11, Public Services, many VUSD schools are at or near capacity and would be over capacity in 2025 with the growth projected under any of the EIR scenarios. Scenario 1 would only accommodate a minor SOI adjustment that would not bring any residential development, though the annexation of individual properties that may be sought in the future under Scenario 1 could generate new VUSD students. The expansion areas included in Scenarios 2, 3, 4, and 6 include sufficient acreage to

accommodate new schools that would be needed to serve the areas. However, the expansion areas included in Scenario 5 may lack sufficient land to accommodate the development of new schools. The impacts of individual developments on schools will need to be addressed on a case-by-case basis as such impacts depend upon the nature of the project and the circumstances for the VUSD at the time of the individual application.

Annexation of Unincorporated Island Areas

Any approval of a proposal for a change of organization for an area of 40 acres or more will be conditioned to provide that the proceedings will not be completed until and unless a subsequent proposal is filed with LAFCO initiating proceedings for the change of organization of all unincorporated island areas that meet the provisions of Government Code Section 56375.3. This policy means that LAFCO will not approve annexations of 40 acres or more unless the City has filed an application to annex all of the island areas in the City, which include eight separate islands in the Montalvo area totaling about 55 acres. Therefore, no additional annexations will be completed until an application for annexation of these island areas has been filed.

Mitigation Measures. *No mitigation is required. Individual boundary adjustment proposals will need to be addressed by the City and the Ventura LAFCO on a case-by-case basis.*

Significance After Mitigation. *As the City is not seeking any boundary adjustments at this time, no inconsistencies would occur with respect to any of the six scenarios. Certain areas that may be considered for future annexation and/or inclusion within the SOI would not be eligible under current conditions; however, it is assumed that boundary adjustments would not be sought until such time as such adjustments could be found to be consistent with state and local requirements.*

The summary matrix and EIR summary table will also be revised to reflect this revised discussion.

Response 3P

The commenter notes that LAFCO must consider factors identified in Government Code Section 56668 in acting on any governmental boundary reorganization and suggested that these factors should be discussed in the EIR. Please see Response 3O. As noted in previous responses, although development that could be accommodated under any of the EIR scenarios may involve the consideration of future adjustments to the City's corporate boundary and/or sphere of influence, the City is not seeking any boundary adjustments at this time. As specific boundary adjustments are proposed in the future, the City will conduct analysis of applicable Government Code provisions as required by LAFCO.

Response 3Q

The commenter has attached a matrix with LAFCO's analysis of each of the EIR scenarios. Most of the items contained in the matrix are addressed in Responses 3A through 3Q. However, several additional items are addressed below.

The commenter states that County records indicate that 95 acres included in EIR Scenario 5 are subject to the SOAR Ordinance rather than the 84 acres indicated in the Draft EIR. The commenter may have included in the 11 acres north of the City's water treatment plant in the estimate of SOAR acreage. As discussed in Response 3D, only a very small piece of the 11-acre property north of the City's water treatment plant is subject to SOAR.

With respect to the North Avenue expansion area, it is correct that this area could not currently be annexed. However, no annexation would be sought at this time even if that expansion area were included in the selected General Plan land use map. Rather, annexation may be sought in the future, but not until and unless contiguous properties to the south and/or west were incorporated either before or as a part of the same request. If annexation is sought at some point in the future to accommodate a specific development proposal, a separate environmental review of the specific proposal will be conducted.

Footnote 4 of the LAFCO's suggested corrections table suggests that the EIR should include specific analysis of several sites within the current SOI that could be considered for future annexation under EIR Scenario 1. The Draft EIR acknowledges that a number of properties outside the corporate limits may be considered for annexation and development in the future and addresses the overall citywide impacts associated with the possible future development of these areas. However, project-specific analysis is not the purpose of the General Plan EIR, nor is such analysis possible given that no specific developments have been proposed at any of the sites in question. If and when specific development applications are submitted to the City, project-specific analysis, including analysis of applicable LAFCO policies, will be conducted at that time.

Expansion Area Parcels

Western Canada Larga
035-0-210-245
035-0-210-265
063-0-030-075
063-0-060-020
063-0-060-045

North Avenue
063-0-110-090
063-0-131-010
063-0-131-020
063-0-131-035
063-0-131-045

Olivas
080-0-020-040
080-0-020-160
080-0-020-200
080-0-020-220
080-0-020-340
138-0-050-100
138-0-050-170
138-0-060-350
138-0-060-495
138-0-060-505
138-0-060-515
138-0-060-590
138-0-060-600

Serra
130-0-070-035
131-0-050-070
131-0-050-080
131-0-050-090
131-0-050-100
131-0-050-150
131-0-050-160
131-0-050-200
131-0-060-015
131-0-060-030
131-0-060-040
131-0-060-110
131-0-060-145
131-0-060-190
132-0-010-085
132-0-010-180

Poinsettia
083-0-040-295
083-0-040-355
083-0-040-455
083-0-040-465
083-0-040-475
085-0-010-025
085-0-010-035
085-0-010-045
085-0-010-065
085-0-010-095
085-0-010-125
085-0-010-220
085-0-010-230
085-0-021-205
085-0-031-015
085-0-041-015
085-0-050-315
085-0-050-325
088-0-111-015
088-0-123-255

CASDEN PROPERTIES LLC

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4

June 14, 2005

Lisa Porras
Senior Planner
City of San Buenaventura
City Hall
501 Poli Street
Ventura, CA 93002

Re: Casden Properties LLC site at Johnson and North Bank Drives, Ventura, CA

Dear Ms. Porras:

You will soon be considering the Public Review Draft of the Ventura General Plan ("Draft General Plan") for adoption and the supporting Draft Environmental Report ("DEIR"). In the attached letter to Ms. Daluddung, Community Development Director, we have outlined our comments for your consideration in this matter.

We own an 8-acre site located at the northeast corner of Johnson and North Bank Drives. After initial meetings with City staff in early 2003, we were told that staff anticipated that the new planning designation of our site would support a dense, mixed-use development. We revised our proposal accordingly and shared this new plan with staff and with the CPAC at a hearing. Upon the City's recommendation, we withheld submission of a formal application and participated in the General Plan amendment process, waiting to submit our project once the General Plan is amended. We were quite surprised that our proposed project was not reflected in the Draft General Plan or the DEIR and that, in fact, the development potential for the entire Johnson Drive Corridor was lower than that proposed for just our project.

Please review the attached letter on the Draft General Plan and our proposed project and consider our recommendations. We are committed to supporting the goals of the City and would be happy to discuss our proposed project with you at your convenience. Thank you for your consideration.

Sincerely,

Carol Schwartz, Assistant Vice President
Community Development
Casden Properties LLC

Demitrius Zeigler, Project Manager
Community Development
Casden Properties LLC

Cc: Howard Katz, Vice President, Community Development
Ronald C. Mayhew, Vice President, Community Development

Attachments:
Letter to Ms. Susan Daluddung dated June 10, 2005

CASDEN PROPERTIES LLC

9090 WILSHIRE BOULEVARD
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June 10, 2005

Ms. Susan J. Daluddung
Community Development Director
City of San Buenaventura
City Hall – Room 133
501 Poli Street
Ventura, CA 93002

Ref.: Casden Properties LLC site at Johnson and North Bank Drives
Ventura, CA

Dear Ms. Daluddung:

We have reviewed the Public Review Draft of the Ventura General Plan ("Draft General Plan") and respectfully submit these comments for your review and consideration. We believe that the Development Potential identified for the Johnson Drive Corridor should be increased, especially with respect to the residential component.

Our Property

As you are aware, in January 2003, Casden Properties LLC, through an affiliate, acquired an 8.03 acre site in Ventura located at the northeast corner of Johnson and North Bank Drives. In Spring 2003, we met with City staff for a pre-application meeting for development of this site. At the meeting, we were informed that the City had embarked on the update of the General Plan based on Smart Growth principles and were anticipating that the new designation of our site would support a dense, mixed-use development. We therefore revised our development scheme to a mixed-use project including 300 rental housing units and 22,500 square feet of commercial space, which we shared with staff. Because of the review process, we postponed the submission of a formal application for this project until the General Plan was amended.

In the intervening period, we have participated in the General Plan Update process, attending the various scoping and community meetings and shared the proposed project at a CPAC hearing. The Draft General Plan designated our site in the Johnson Drive Corridor for Commercial use. The Commercial designation "encourages a wide range of building types of anywhere from two to six stories that house a mix of functions, including commercial, entertainment, office, and housing" which supports the mixed-use concept we have proposed.

However, we are concerned that the Development Potential that was identified in the Draft General Plan for the Johnson Drive Corridor appears to understate the potential for this area. While we recognize that the City has stated that the guidelines are not limits of development, we believe that a greater level of development should be encouraged in this Corridor to better support the City's growth goals.

The Draft Environmental Impact Report that was prepared to support the Draft General Plan states that the growth was distributed among the various corridors and districts in the City "[B]ased on the development potential of each growth district and corridor and direction from the community, CPAC, Planning Commission and City Council on where growth in the community should be encouraged". We believe that the Johnson Drive Corridor, and in particular, our site, is an excellent location for rental housing as a component of a mixed-use project. In this letter, we will present our rationale for increasing the residential potential of the corridor. We hope that the planners and members of the CPAC can review the allocation for housing and revise it, taking into account our 300 units before the General Plan is finalized and adopted this summer.

Johnson Drive Corridor

The Johnson Drive Corridor appears to have two large sites remaining for development—our site and the site bounded by Johnson Drive, North Bank and the Ventura Freeway. The remainder of the corridor is developed with entertainment/retail use, commercial buildings and self storage.

While some of the existing projects might ultimately be redeveloped, we would anticipate that the Development Potential for the Corridor is much greater than the proposed 150 residential units, 50,000 square feet of retail space and 20,000 square feet of office space, and would be easily realized on these two undeveloped sites. Given its location, fronting the freeway, the other site would not be a prime location for residential development. However, our site is an excellent location for rental housing. We contend that a build-out of 300 units at this location would provide the appropriate scale of development to support the City's goals for Smart Growth.

The City of Ventura is committed to the principles of Smart Growth and has identified a number of Smart Growth concepts as part of the Draft General Plan. Increasing the intensity of residential development in the Johnson Drive Corridor serves to further support Smart Growth precepts. We will demonstrate how intensification of residential development in the Johnson Drive Corridor will support Smart Growth objectives and how a larger critical mass of residential development is needed at our site to support these Smart Growth goals and desirable development forms.

Johnson Drive Corridor as Location for Housing

Mix land uses. Smart Growth encourages a mix of land uses both vertically and horizontally. By introducing a significant component of residential units to this commercial corridor, residents can benefit from proximity to services and existing

businesses can benefit from this additional customer base. For example, the commercial center adjacent to the project site includes a TutorTime childcare facility which tends to attract new families with young children. This facility would benefit from an adjacent residential property that could provide additional client families.

Create a range of housing opportunities and choices. Because of the commercial nature of the corridor, a significant amount of rental housing would be an appropriate infill use. Rental product in this area will provide a much needed alternative to the for-sale product available further north on Johnson Drive.

Create walkable communities. By developing a substantial number of residential units at this site, we increase the opportunity for neighboring businesses and for the on-site retail and live/work units to be supported by walk-in customers. Residents will be able to walk to the movies or the video store located across the street or to the shops and services on the property. Our scheme also incorporates pedestrian access to the Linear Park which runs along the perimeter of the site.

Preserve open space, farmland, natural beauty and critical environmental areas. Our site is an infill location within the Johnson Drive Corridor. It is adjacent to the farmland of the Serra Expansion Area, being considered in the Draft EIR for future development and expansion of the City. By intensifying the development in this existing corridor, it forestalls the development of this agricultural area.

Provide a variety of transportation choices. Intensifying the residential development in the Corridor allows an increased number of residents to benefit from proximity to the South Coast Area Transit (SCAT) bus route along Johnson Drive, Ventura Intercity Service Transit Authority (VISTA) bus stops and easy access to the Freeway. By locating more potential commuters adjacent to the Freeway, we reduce the impact of these new households on local traffic patterns.

Foster distinctive, attractive communities with a strong sense of place. The Johnson Drive Corridor lacks a cohesive focus or image. The addition of a substantial, high-quality housing component will support a more diversified base of commercial establishments to better serve the corridor and the neighboring communities.

Casden Properties LLC Development Concept

Mix land uses. We have proposed the development of 22,500 square feet of retail space and 300 residential units, a number of which will be live/work product. We have designed the site with retail at the western portion of the site, along North Bank Drive, with live/work space transitioning to the residential eastern portion of the site. Our site is a preferable location for residential units in the City as the mix of uses at our site and the proximity to surrounding commercial development allows for pedestrian access, reducing the traffic impact that might accompany a similar level of residential development elsewhere.

Take advantage of compact building design. The residential component of the Casden proposal is comprised of 3-story buildings set on slightly elevated podiums. The required parking is primarily accommodated under the podium in a semi-subterranean structure. This creates a compact building form above ground, surrounding landscaped courtyards. The sprawl that comes from vehicular circulation and parking in projects with grade level automobile accommodation is avoided in this design scheme. It is important to note that podium products are very expensive to construct. We need to be able to develop a critical mass of units (approximately 300) before the substantial investment needed for this product is supported.

Create a range of housing opportunities and choices. Our project concept includes a range of housing product and target markets. Our current proposal includes both traditional rental units as well as live-work units fronting the commercial edge of our site. We also plan to provide both market rate and a significant component of affordable housing units in our project.

Foster distinctive, attractive communities with a strong sense of place. Casden Properties LLC is committed to developing beautiful projects with a high level of amenity. This proposed project will be distinctive by virtue of the podium product separating the vehicular from the pedestrian circulation and allowing for significant landscaping. By developing this site with 300 units, we are able to provide a high level of community amenities, including a large recreation center and pool area, which are anticipated to become a focal point for the residents. With lower development potential, the level of community amenities must be scaled back significantly.

Strengthen and direct development toward existing communities. As an infill site within an existing community, development should be intensified at this location. By increasing the amount of housing at the site, a critical mass of units can be developed to strengthen the sense of community here. The currently contemplated 150 units are simply too few to achieve a true sense of community in this location, which does not abut other residential areas.

Achieving critical mass on our site is necessary to develop and maintain a project that is consistent with City goals.

- Quality Product: The podium product we plan to develop creates very desirable, walkable communities, with large amounts of landscaped areas free from vehicular traffic.

- Project Amenities: Our proposed project includes a large recreation center, pool, spa, and large landscaped areas as project amenities. This level of amenity requires a critical mass of units to support their inclusion and maintenance.

- On-going, Committed Management: In order to operate and maintain this project at the appropriate level of service and security, dedicated property management is required, which can only be supported at a project of significant size.

* * * *

Casden Properties LLC respectfully submits this request to increase the residential allocation in Johnson Drive Corridor to at least 300 units. We are very committed to supporting the goals of the City while developing this project and are eager to discuss our proposal further at your convenience. Attached for your perusal are a copy of the proposed site plan and a description of the project.

Sincerely,

Carol Schwartz
Assistant Vice President
Community Development
Casden Properties LLC

Demitrius Zeigler
Project Manager
Community Development
Casden Properties LLC

Cc: Howard Katz, Vice President
Community Development

Ronald C. Mayhew, Vice President
Community Development

Attachments:
Project Description
Site Plan

Project Site: Johnson and North Bank Drives
Northeast Corner of intersection
The site is accessible off Highway 101 North at the Johnson Drive exit.

Site Description:

Lot Area: 8.03 acres
Density: 300 dwelling units / 52 du/acre Residential
22,500 SF Commercial
Parking: 510 stalls –Residential [includes direct and tandem]
90 stalls -Commercial

Project Description:

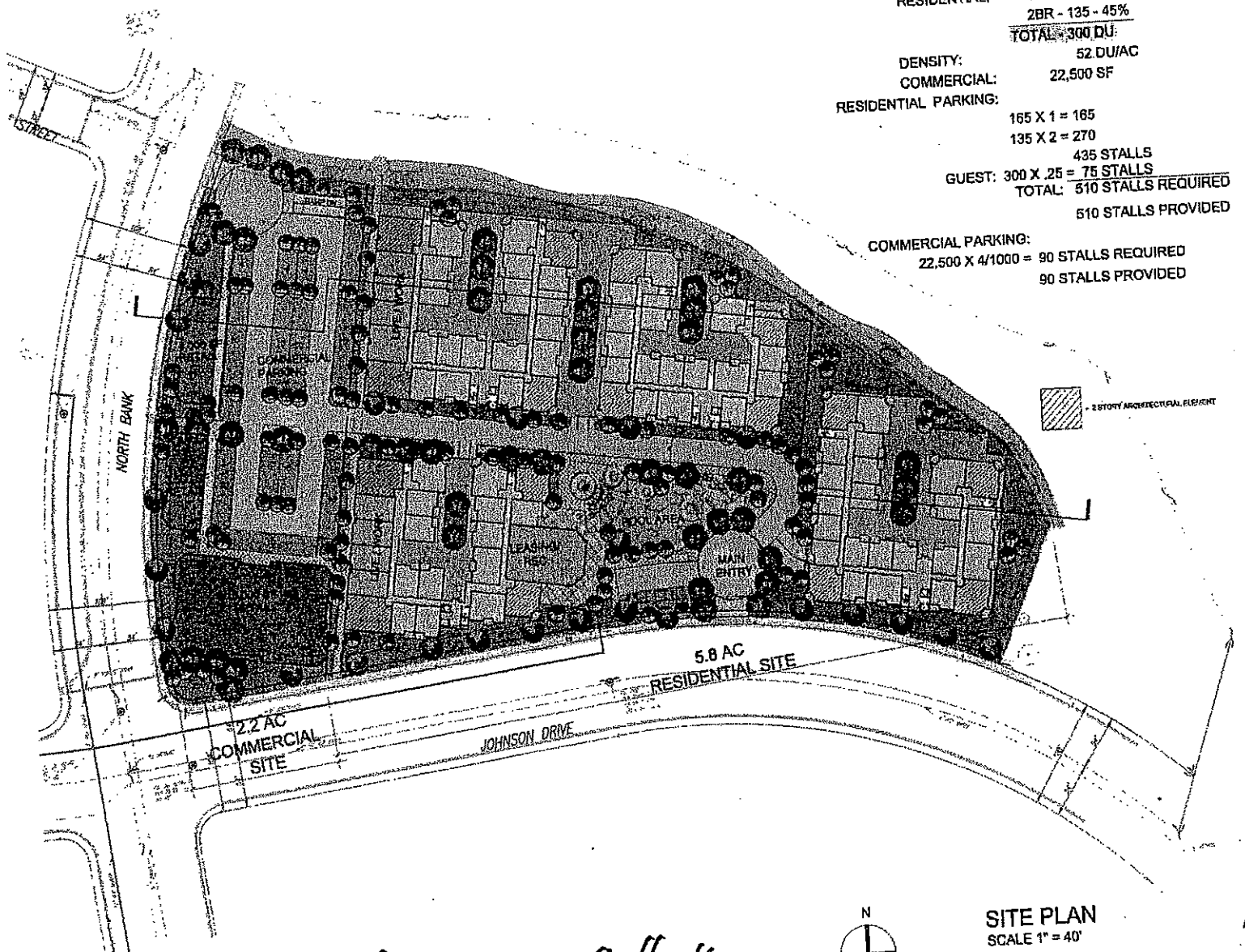
This project is designed to include 300 dwelling units including an affordable component in a community where people can live and work.

The development is arranged to respond to the constraints and opportunities presented by its surroundings. The main entrance is off Johnson Drive. This provides great visibility from the Highway 101. The site will be lushly landscaped, feature decorative paving and planting to entice the motorist.

The proposed project is bounded by commercial sites to the north, and west. To the east is agricultural developed land; however this site borders the east end of San Buenaventura. The adjacent site to the east is outside of San Buenaventura. The south edge of the site borders Highway 101.

The buildings are designed with three stories over semi-subterranean parking. A main drive runs through the site past a 3,500 square foot clubhouse with attendant. The residential buildings front on this main drive or perimeter view opportunities as appropriate.

The typical building has eighteen dwelling units. These apartments include one bedroom, and two bedroom configurations.



The Ventura Collection

CITY OF BUENA VENTURA, CALIFORNIA

CASDEN PROPERTIES, LLC

A101

VAN TILBURG BARNARD & SODERBERGH, AIA

Intensification/Reuse Only (Scenario 1)

	Residential Development (units)	Non-Residential Development (square feet)				
		Retail	Office	Industrial	Hotel	Total
Districts						
Upper North Avenue	100	10,000	50,000	150,000		210,000
North Avenue	50	10,000	50,000	250,000		310,000
Downtown	1,600	100,000	200,000		150,000	450,000
Pacific View Mall	25	25,000	0			25,000
Harbor	300	66,000			150,000	216,000
Arundell	200	25,000	300,000	1,000,000		1,325,000
Auto Center	50	300,000	50,000	300,000		650,000
Metrolink	50		50,000	25,000		75,000
Saticoy	50	0		25,000		25,000
Subtotals (Districts)	**2,425**	**536,000**	**700,000**	**1,750,000**	**300,000**	**3,286,000**
Corridors						
Ventura Avenue	800	40,000	100,000	50,000		190,000
Main Street	100	15,000	40,000			55,000
Thompson Boulevard	300	15,000	40,000			55,000
Loma Vista Road	25	15,000	40,000			55,000
Telegraph Road	250	15,000	40,000			55,000
Victoria Avenue	50	15,000	40,000			55,000
Johnson Drive	150	50,000	20,000			70,000
Wells Road	50	15,000	20,000			35,000
Subtotals (Corridors)	**1,725**	**180,000**	**340,000**	**50,000**	**0**	**570,000**
SOI/Other Infill						
101/126 Agriculture	200					0
Wells/Saticoy	1,050					0
Pierpont	100	30,000				30,000
Other Neighborhood Centers	100					
Second Units	300					
Underutilized	250					
Vacant	450	165,000	50,000			215,000
Subtotals (Other Infill)	**2,450**	**195,000**	**50,000**	**0**	**0**	**245,000**
Totals (Intensification/Reuse)	**6,600**	**911,000**	**1,090,000**	**1,800,000**	**300,000**	**4,101,000**
Planned and Pending Developments						
Downtown	50	1,072			150,000	151,072
Ventura Avenue/Westside	238	7,086		27,000		34,086
Midtown	34	13,751				13,751
College (Telegraph/Loma Vista)	4	2,718	8,849			11,567
Telephone Road Corridor	256		54,785			54,785
Montalvo/Victoria	296		4,300			4,300
Saticoy/East End	840	7,950	5,600			13,550
Arundell		41,640	42,614	18,080		102,334
Olivas		7,160	7,066	390,053		404,279
Subtotals (Planned/Pending	**1,718**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**

Totals (Intensification + Expansion + Pending)	**8,318**	**992,377**	**1,213,214**	**2,235,133**	**450,000**	**4,890,724**

Notes:

1. Overall residential growth is based on 0.66% annual growth through 2025. Overall non-residential growth is based on estimates provided by Stanley R. Hoffman Associates, Inc. All unit and square footage numbers are estimates of how future growth may be distributed based on available land, local land use practices, and recent Council and community direction and preferences. All figures are for analytical purposes only. The actual distribution of future growth in the City may vary based on market forces and other factors. Both the districts/corridors and expansion areas could accommodate more development and/or a different mix of development.

2. The distribution of growth in the districts and corridors is based on the following general assumptions: (a) The Downtown area and, to a lesser extent, the Ventura Avenue corridor will be the focus of future residential and commercial growth; (b) the Arundell, North Avenue, and Upper North Avenue areas will be the focus of future industrial growth; (c) other districts and corridors will not be the focus of growth, but will accommodate a certain amount of growth over time. When possible, knowledge of possible future plans or land availability has been used to estimate future growth. For example, the estimates of growth in the Downtown and Harbor Districts are based on the Downtown Specific Plan and Master Plan and staff knowledge of likely projects. Growth estimates for the Arundell community consider the likely development of the 75-acre McGrath property with a mix of uses and development of other vacant lands. Growth estimates for the Auto Center area consider the possibility of a "big box" retailer in that area.

3. Estimates of growth in the SOI/Other Infill sites are based on the following general assumptions: (a) 101/126 Orchard site will develop similarly to a project recently proposed for that site; (b) Wells/Saticoy sites will develop in accordance with ongoing planning efforts for those areas; (c) the Pierpont area will develop generally in accordance with a conceptual project recently considered by the City; (d) Second Units will be added at a rate of 15/year; (e) roughly half of underutilized lands identified in the Housing Element will be re-developed over the next 20 years; (f) all vacant lands outside the districts and corridors will be developed in accordance with the proposed land use designations.

4. Planned and Pending Developments based upon the City's 2004 Planning and Pending Developments list. Building areas do not include self storage facilities.

5. Expansion area totals are conceptual estimates that encompass a mix of uses and residential densities.

6. The following potential projects not included in the 2004 Planned and Pending Developments list have been included in the future development totals: (1) 150,000 square feet of industrial development in the Auto Center area; (2) 165,000 square feet of retail development along Wells Road in the Saticoy area; (3) 50,000 square feet of office development on a 3.5-acre site along Ralston Drive. The Auto Center industrial project is included in the Auto Center district; the other two projects are included in the "vacant" category. The square footage associated with these projects has been added to the projections of future growth to provide a "worst-case" analysis of possible future impacts.

Letter 4

COMMENTERS: Carol Schwartz and Demitrius Zeigler, Casden Properties, LLC

DATE: June 14, 2005

RESPONSE:

The commenters state concerns that their project near the northeast corner of the Johnson Drive/North Bank Drive intersection was not reflected in the Draft EIR and note that the development potential for the Johnson Drive corridor identified in the Draft EIR is lower than for their project. The commenters also attach a letter describing their proposal and how it relates to various City development goals and requesting an amendment to the development "allocation" for the Johnson Drive corridor.

It is not the intent of the Draft EIR to identify or analyze the impacts of specific development proposals. As discussed in Section 1.0, *Introduction*, the Draft EIR is intended to meet the requirements of a Program EIR, which is prepared on a series of actions (such as a General Plan) that may be characterized as one large project. By design, a Program EIR is more conceptual in nature than a Project EIR and contains a more comprehensive discussion of impacts, alternatives, and mitigation measures. Once a Program EIR has been prepared, subsequent activities within the program (such as individual development proposals) must be evaluated to determine whether an additional CEQA document needs to be prepared.

The development totals used in the Draft EIR, as reflected in Appendix C of the Draft EIR, should not be interpreted as "allocations" of growth for individual districts, corridors, or neighborhood centers. Rather, they are estimates of the distribution of future growth within the Ventura Planning Area based on direction from the City Council, ongoing development trends in the City, and other factors. The estimates for individual districts, corridors, and neighborhood centers are not intended to serve as growth caps for those areas, but rather, were developed for analytical purposes only in order to estimate the overall effects of projected citywide growth through 2025. In no case do the estimates of projected growth for an individual district, corridor, or neighborhood center reflect the maximum growth potential for that district, corridor, or neighborhood center. Actual growth within each district, corridor, and neighborhood center may be higher or lower than projected in the Draft EIR. Individual developments will need to undergo separate environmental review on a case-by-case basis to determine their specific impacts.

In response to several comments on the Draft 2005 General Plan and Draft EIR, a table will be added to the General Plan that will show the carrying capacity of the total land area for the Plan. This table is intended to show what the total development potential is versus the realistic estimates provided in the original table (May Draft Overview, Table 2, pages 14 &15).

June 20, 2005

5

Lisa Porras, Senior Planner
City of Ventura
P.O. Box 99
Ventura, CA 93002-0099

Re: Correction to Assessor's Parcel Number referenced in 2005 General Plan EIR – Page 6-17, paragraph 6.6.1., lines 5 & 6.

I have noticed a typographical error in the 2005 EIR of the Assessor's Parcel Number for my property located at 1456 Alelia Street in Saticoy.

My parcel is incorrectly identified as 90-043-13. The correct APN is 90-143-13.

Two additional APN's should also be referenced. The Southerly extension of Alelia Street has been abandoned by the County of Ventura and the acreage deeded back to myself and the property owner to the West - APNs 90-142-14 & 90-143-17. Please see the enclosed platt map.

Therefor, all four APN's should be referenced in paragraph 6.6.1 as follows: APNs 90-142-11, 90-142-14, 90-143-13 and 90-143-17.

Thank you for your assistance in this matter.

Respectfully,

Charles W. Rogers

Charles W. Rogers
Owner APNs 90-143-13 & 90-143-17

Enclosures:
Platt map
2005 EIR page 6-17

Like 2005 General Plan Scenarios 2-6, this alternative would generally be consistent with most regional land use plans and policies. This alternative would pose the same potential conflict with the Guidelines for Orderly Development associated with Scenario 5, but would not pose the potential conflict with Coastal Act policies pertaining to the preservation of Prime farmland that would occur under Scenarios 2 and 3.

Population and Housing

Population and housing growth would be similar to that of General Plan Scenarios 2-6. The 2025 population is projected to exceed SCAG and Ventura County AQMP forecasts. As with the 2005 General Plan scenarios, implementation of this alternative would be expected to maintain a balance of jobs and housing in the City.

6.6 INTENSIFICATION/REUSE + MINOR MAP CLEAN-UP

6.6.1 Description

This alternative is a variation of 2005 General Plan Scenario 15, the Intensification/Reuse Only scenario. The purpose of this alternative is to address three minor map clean-up issues identified following receipt of City Council direction on the recommended 2005 General Plan land use map. The first of these involves the re-designation of approximately five acres along the south side of Rosal Lane in the unincorporated area of Saticoy (APNs 90-142-11 and 90-043-13) that are designated "Industrial" on the draft General Plan land use map, but are designated "Residential Two Family" in the County of Ventura's Saticoy Area Plan. To achieve consistency with the Saticoy Area Plan, these lots would be redesignated "Residential Medium Density" under this alternative. The second change involves properties located on the Westside between Ramona (north), Simpson Street (south) and straddling Sheridan Way. This map change would include changing the proposed land use designation from low to high density residential to be consistent with the neighborhood and existing uses on the properties. A third change involves properties located in the Simpson Historic District located to the south of Simpson Street in generally the same area. The land use map would be changed from high to medium density, which is consistent with existing development in the Simpson Historic District and would generally allow 2 units per parcel. 90-143-13

Other than the three changes described above, this alternative is identical to 2005 General Plan Scenario 1. An estimated 8,300 residential units are projected to be added through 2025.

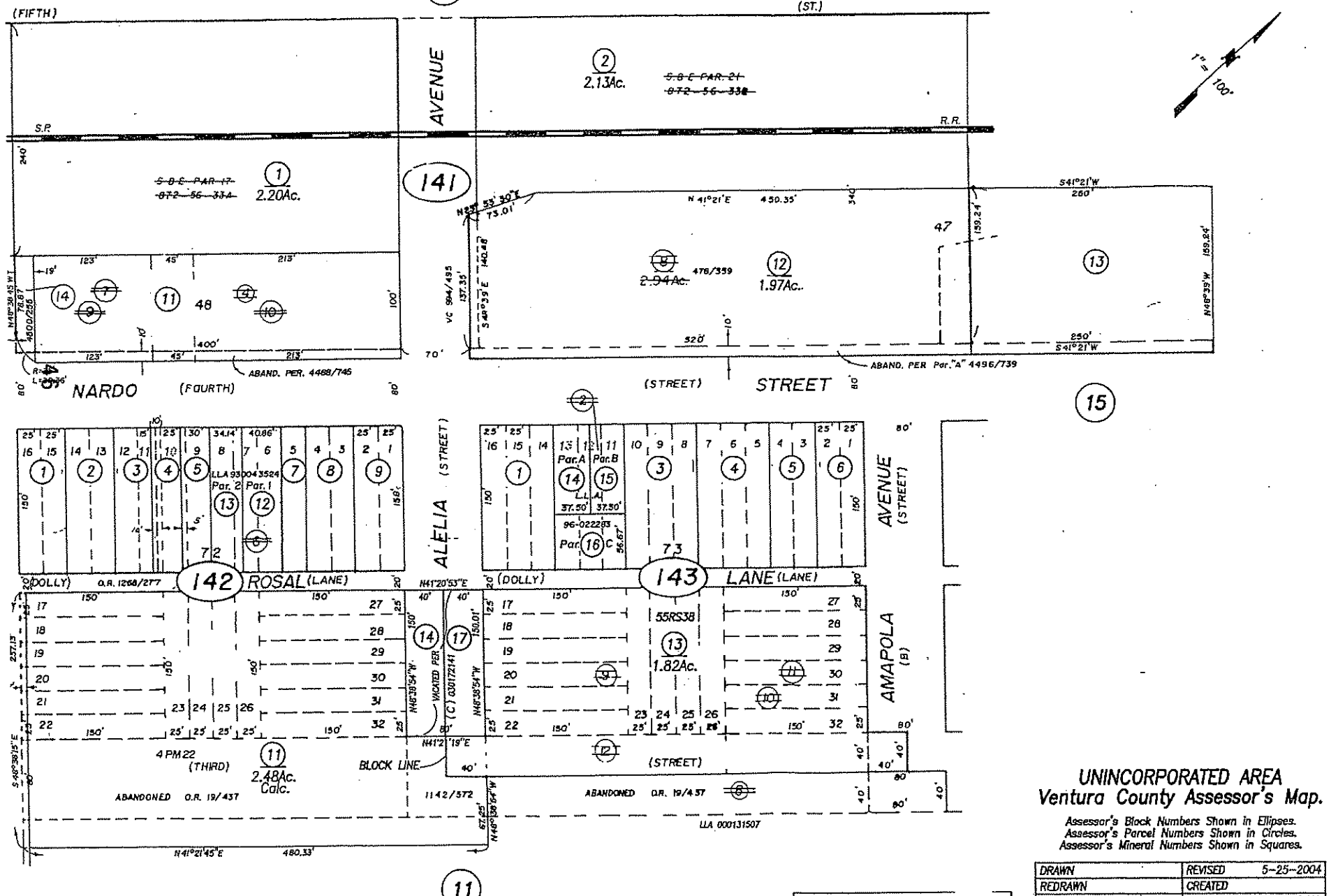
6.6.2 Impact Analysis

Other than issues pertaining to land use compatibility (aesthetics, noise, hazards), this alternative's impacts would be identical to those of Scenario 1. Re-designation of the five-acre area in Saticoy may incrementally increase the potential for compatibility conflicts with existing and future industrial uses in the area as properties to the south are designated "Industrial." However, potential conflicts relating to lighting, noise, and hazards can be addressed through appropriate design, including, if necessary, the construction of solid block walls between residential and industrial uses. In addition, it should be noted that the properties along the north side of Rosal Lane, immediately across the street, are designated "Residential Medium Density." As such, developing the site along the south side of Rosal Lane with residential uses

RANCHO SANTA PAULA Y SATICOY

Tax Rate Area
91014
91020

90–14



UNINCORPORATED AREA
Ventura County Assessor's Map.

Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.
Assessor's Mineral Numbers Shown in Squares.

DRAWN		REVISED	5-25-2004
REDRAWN		CREATED	
INKED	PLOTTED	EFFECTIVE	ROLL

NOTE: ASSESSOR PARCELS SHOWN DO NOT NECESSARILY CONF

Townsite of Saticoy. M.R. Bk.5. Pg.36

Letter 5

COMMENTER: Charles W. Rogers, Owner APNs 90-143-13 and 90-143-17

DATE: June 20, 2005

RESPONSE:

The commenter notes that the assessor's parcel numbers for the site along the south side of Rosal Lane in Saticoy that would be re-designated "Residential Medium Density" under the "Intensification/Reuse + Minor Map Cleanup" alternative discussed in Section 6.0, Alternatives, are incorrectly identified. In response to this comment, the first paragraph under the "Description" of that alternative on page 6-17 will be amended to read as follows (changes are underlined):

> *This alternative is a variation of 2005 General Plan Scenario 5, the Intensification/Reuse Only scenario. The purpose of this alternative is to address three minor map clean-up issues identified following receipt of City Council direction on the recommended 2005 General Plan land use map. The first of these involves the re-designation of approximately five acres along the south side of Rosal Lane in the unincorporated area of Saticoy (APNs 90-142-11, 90-142-14, 90-143-13, and 90-143-17) that are designated "Industrial" on the draft General Plan land use map, but are designated "Residential Two Family" in the County of Ventura's Saticoy Area Plan. To achieve consistency with the Saticoy Area Plan, these lots would be redesignated "Residential Medium Density" under this alternative. The second change involves properties located on the Westside between Ramona (north), Simpson Street (south) and straddling Sheridan Way. This map change would include changing the proposed land use designation from low to high density residential to be consistent with the neighborhood and existing uses on the properties. A third change involves properties located in the Simpson Historic District located to the south of Simpson Street in generally the same area. The land use map would be changed from high to medium density, which is consistent with existing development in the Simpson Historic District and would generally allow 2 units per parcel.*

This minor text correction does not change the EIR conclusions or result in any significant impacts not identified in the Draft EIR. The change in land use would not create any significant land use conflicts that could not be addressed through site design.

6

19 June 2005

From: Daniel Cormode
186 Gorrion Ave
Ventura, CA 93004

To: City of San Buenaventura
501 Poli St
Ventura, CA 93002
Attn: Kari Gialketsis

Subj: 2005 General Plan Draft Environmental Impact Report Review Comments

1. A review of the General Plan Draft Environmental Impact Report June 2005, Section 4.13, UTILITIES & SERVICE SYSTEMS, was conducted and resulted in development of the following comments.

A. Page 4.13-1, of the General Plan Draft Environmental Impact Report[1] states "An operational evaluation prepared as part of the 1993 City Water Master Plan provides a detailed analysis of the water system and future needs.", however, the Water System Operational Evaluation & Improvement Program Report[2] findings are not discussed and has not been updated to reflect current conditions of the water system, sources of water supply or the population being served by the water system. A

B. The General Plan Draft Environmental Impact Report does not address: historic or future water consumption by category; the impact of drought conditions on the yield of existing water sources; or the potential future water source requirements. Page 4.13-9 of the General Plan Draft Environmental Impact Report[3] identifies the City of Ventura Historic and Projected Water Production[4] and is based on the 2004Biennial Water Supply Report[5]. The water system analysis contained in the 2004Biennial Water Supply Report[6] does not address: 1) historic or future water consumption by category[7]: 2) the impact of drought conditions on the yield of existing water sources[8]; or 3) the potential future water source requirements[9]. A graph of the annual rainfall data for Ventura Station 66 obtained from the Ventura County Watershed Protection District for the period 1892-2001 is attached for information as Figure 1. The graph shows a trend for above average rainfall began in 1991. B

[1] General Plan Draft Environmental Impact Report June 2005
[2] Water System Operational Evaluation & Improvement Program, June 1993
[3] General Plan Draft Environmental Impact Report June 2005
[4] General Plan Draft Environmental Impact Report, Historic and Projected Water Production, Table 4.13-8
[5] 2004Biennial Water Supply Report, September 2004
[6] 2004Biennial Water Supply Report, September 2004
[7] Water System Operational Evaluation & Improvement Program Historic Water Consumption Summary, Table ES-2
[8] Water System Operational Evaluation & Improvement Program Potential Yield of Existing Water Sources, Table ES-8
[9] Water System Operational Evaluation & Improvement Program Potential Future Water Source Requirements, Table ES-10

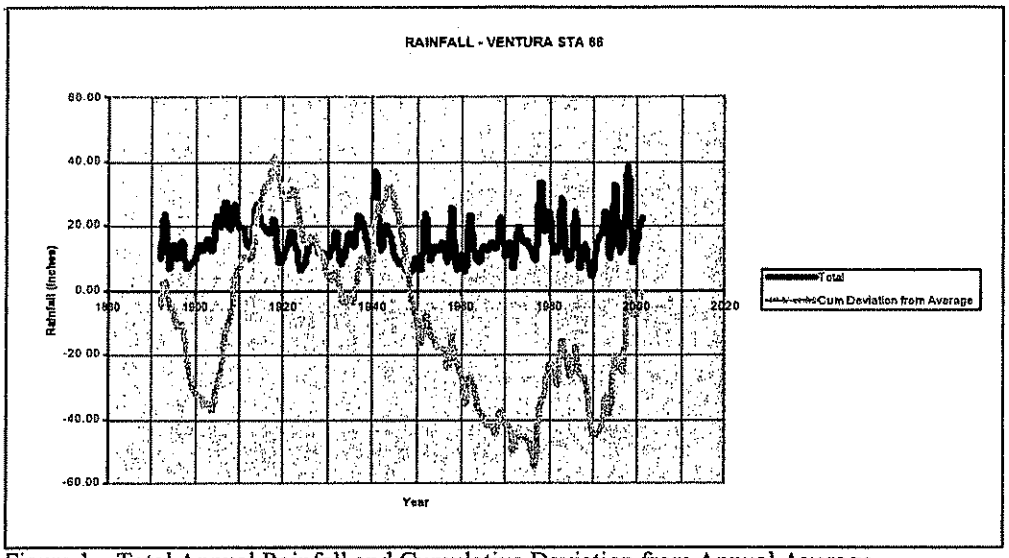


Figure 1 – Total Annual Rainfall and Cumulative Deviation from Annual Average Rainfall for Ventura Station 66 for the Period of 1892-2001.

C

C. Page 4.13-9 of the General Plan Draft Environmental Impact Report [10] identifies the City of Ventura Historic and Projected Water Production[11],. The projected future treated water production requirements are computed from a constant per capita water usage of 0.179 and the expected population being served. There appears to be a discontinuity in the Years 1989-1991 between the per capita water usage data contained in the Water System Operational Evaluation & Improvement Program Historic Water Demand Trends, Table ES-1[12] and General Plan Draft Environmental Impact Report, Historic and Projected Water Production, Table 4.13-8[13]. Chart of the annual per capita water usage contained in 1993 Water Report and 2005 DEIR are contained in Figures 2 and 3. It is recommended this discontinuity in the per capita water usage between the 1993 and 2004 Water Reports be explained in the DEIR.

[10] General Plan Draft Environmental Impact Report June 2005

[11] General Plan Draft Environmental Impact Report, Historic and Projected Water Production, Table 4.13-8

[12] Water System Operational Evaluation & Improvement Program Historic Water Demand Trends, Table ES-1

[13] General Plan Draft Environmental Impact Report, Historic and Projected Water Production, Table 4.13-8

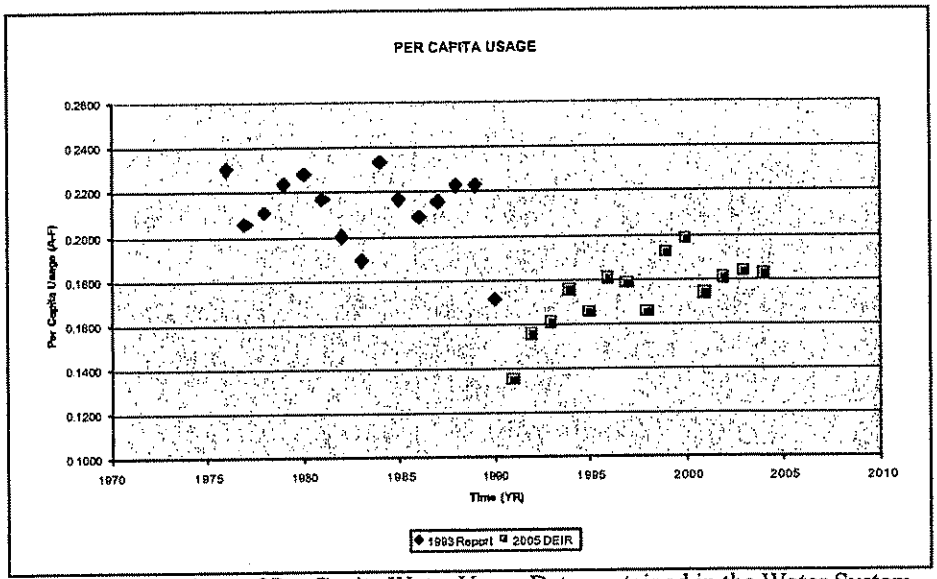


Figure 2 – Comparison of Per Capita Water Usage Data contained in the Water System Operational Evaluation & Improvement Program Historic Water Demand, Table ES-1[14] and General Plan Draft Environmental Impact Report, Historic and Projected Water Production, Table 4.13-8[15].

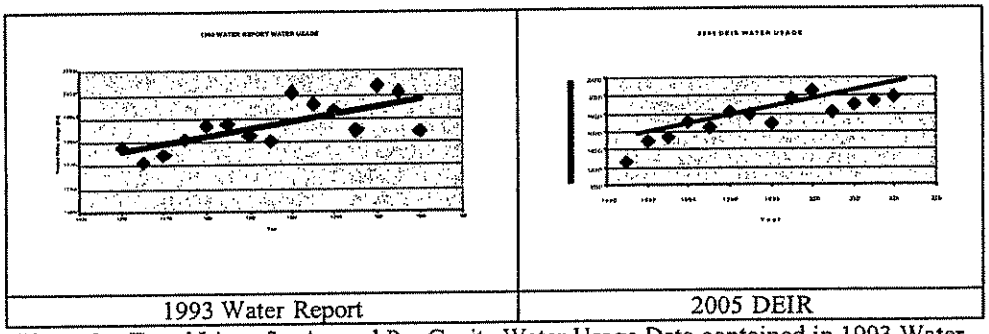


Figure 3 – Trend Lines for Annual Per Capita Water Usage Data contained in 1993 Water Report and 2005 DEIR.

D. Furthermore, a detailed trend analysis of the per capita water usage between the years 1991 and 2004 reveals a increase in 0.0028 A-F per capita per year which is not factored into future treated water requirements and is shown in Figure 4. The General Plan Draft Environmental Impact Report, Projected Water Demand, Intensification/Reuse Only, Table 4.13-15[16] appears to use 0.504 A-F per year water use per unit which equates to a 0.196 A-F per capita per year based on an occupancy of 2.57 persons per dwelling unit. A need for an additional source of water can be expected to meet treated water needs between the years 2020 and 2025 and is shown in Table 1 if the projected annual increase in per capita water usage is used to compute future requirements. The potential requirement for future water sources depends on several factors including the anticipated long-term yield of existing water sources under

[14] Water System Operational Evaluation & Improvement Program Historic Water Demand Trends, Table ES-1

[15] General Plan Draft Environmental Impact Report, Historic and Projected Water Production, Table 4.13-8

[16] General Plan Draft Environmental Impact Report, Projected Water Demand, Intensification/Reuse Only, Table 4.13-15

varying weather conditions, potential future water demands in the system, which potential future water sources are implemented, and water quality goals[17].

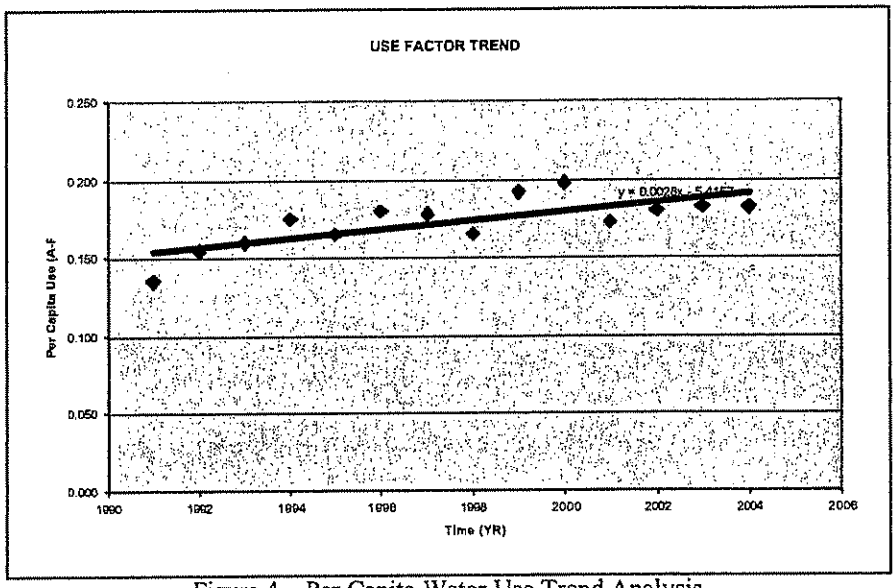


Figure 4 – Per Capita Water Use Trend Analysis

[17] Water System Operational Evaluation & Improvement Program Potential Future Water Sources Requirements, Page ES-16

Table 1
Expected Treated Water Demand Based On Increasing Per Capita Water Usage

Year	Per Capita Treated Water Use	Expected Population (0.88% Growth)	Expected Population (1.14% Growth)	Treated Water Demand (0.88% Growth)	Treated Water Demand (1.44% Growth)
2004	0.182	104952	104952	19101.26	19101.26
2005	0.194	105876	106148	20539.86	20592.8
2006		106807	107359		
2007		107747	108582		
2008		108695	109820		
2009		109652	111072		
2010	0.201	110617	112338	22233.98	22580.03
2011		111590	113619		
2012		112572	114914		
2013		113563	116224		
2014		114562	117549		
2015	0.209	115570	118889	24154.21	24847.89
2016		116587	120245		
2017		117613	121616		
2018		118648	123002		
2019		119692	124404		
2020	0.217	120746	125822	26201.83	27303.46
2021		121808	127257		
2022		122880	128707		
2023		123962	130175		
2024		125052	131659		
2025	0.227	126153	133160	28636.71	30227.24

Potential Future Water Sources Requirements

The quantity of water needed by the City from new sources depends on several factors, including the anticipated long-term yield of existing water sources under varying weather conditions, potential future water demands in the system, which potential future water sources are implemented, and water quality goals. Even without improving the quality of water provided to the customers, additional water is needed now and in the future just to meet quantity deficits in dry years. Table ES-10 summarizes the water quantity needs for future demand conditions based on potential yields from existing sources only. As shown in the table, water quantity deficits are anticipated in all future dry years, and in average years by 2040. Dry year deficits would be approximately 4,500 acre-feet in 1995 and approximately 7,000 acre-feet per year by 2010. Additional water quantities beyond those indicated would be needed to improve water quality.

Figure 4 - Water System Operational Evaluation & Improvement Program
Potential Future Water Sources Requirements, Page ES-16

E. Page 4.13-9 of the General Plan Draft Environmental Impact Report [18] identifies the City of Ventura Historic and Projected Water Production[19],. The projected future treated water production requirements are computed from a constant per capita water usage of 0.179 and the expected population being served. There appears to be a discontinuity in the Years 1989-1991 between the treated water used data contained in the Water System Operational Evaluation & Improvement Program Historic Water Demand Trends, Table ES-1[20] and General Plan Draft Environmental Impact Report, Historic and Projected Water Production, Table 4.13-8[21]. Chart of the treated water used contained in 1993 Water Report and 2005 DEIR are contained in Figure 5. It is recommended this discontinuity in the treated water requirements between the 1993 and 2004 Water Reports be explained in the DEIR.

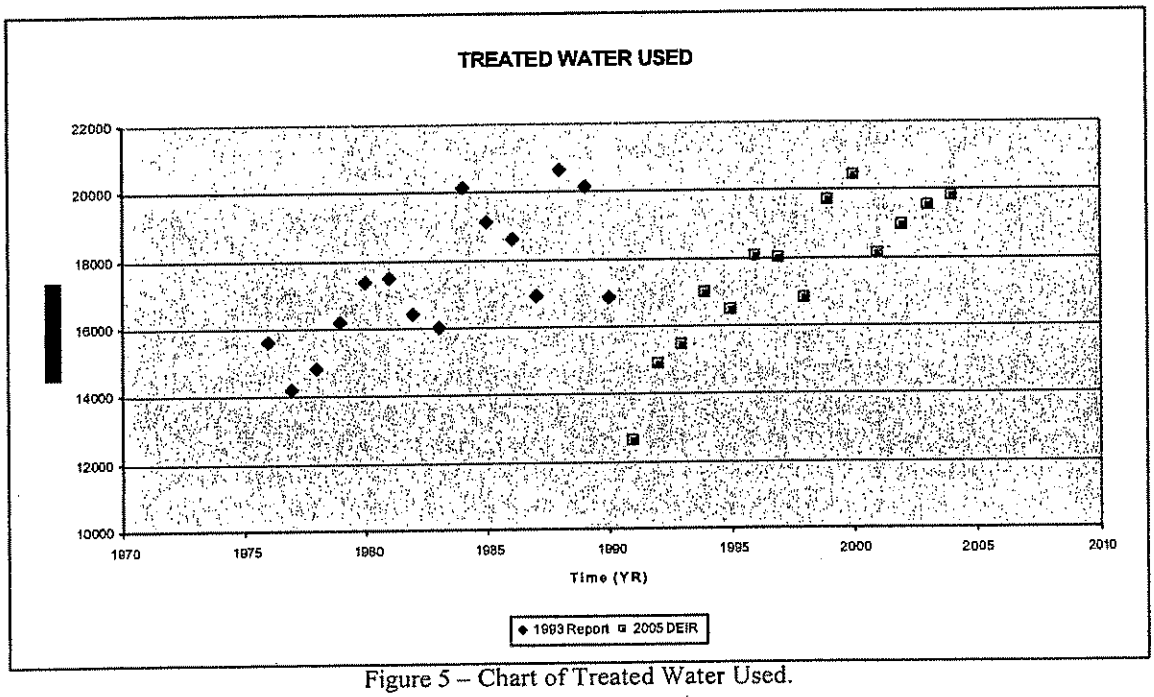


Figure 5 – Chart of Treated Water Used.

2. For additional information, please feel free to contact Daniel Cormode by telephone at 805-647-4063 or by e-mail at dcormode@sbcglobal.net.

Copy to:

City Manager
Community Development Director
Urban Planning Manager
Public Works Director
Mayor
City Council

[18] General Plan Draft Environmental Impact Report June 2005
[19] General Plan Draft Environmental Impact Report, Historic and Projected Water Production, Table 4.13-8
[20] Water System Operational Evaluation & Improvement Program Historic Water Demand Trends, Table ES-1
[21] General Plan Draft Environmental Impact Report, Historic and Projected Water Production, Table 4.13-8

SUPPLEMENTARY INFORMATION

Table 4.13-8
Historic and Projected Water Production
(Acre Feet)

Year	Estimated Population Served	Per Capita Use [1]	Treated Water Production	Raw Water Production	Total Water Production
Historic					
1980	73,774	0.236	17,381	4,766	22,147
1990	94,856	0.177	16,831	2,317	19,148
1995	99,568	0.165	16,428	1,602	18,030
1996	100,482	0.180	18,038	1,500	19,538
1997	101,096	0.178	18,002	1,829	19,831
1998	101,610	0.165	16,775	1,769	18,544
1999	102,224	0.192	19,658	1,067	20,725
2000	103,238	0.198	20,437	1,129	21,566
2001	104,153	0.173	18,071	889	18,960
2002	105,267	0.180	18,965	968	19,933
2003	106,782	0.183	19,510	846	20,356
Projected					
2005	109,465	0.179	19,594	1,000	20,594
2010	115,774	0.179	20,724	1,000	21,724
2015	122,447	0.179	21,918	1,000	22,918
2020	129,504	0.179	23,181	1,000	24,181

Sources: City of Ventura Urban Water Management Plan, Dec. 2000
City of Ventura 2004 Biennial Water Supply Report as amended, September 2004 (see Appendix F)
(1) Per capita use excludes raw water and oil use.

General Plan Draft Environmental Impact Report, Historic and Projected Water Production, Table 4.13-8

Table 4.13-15
Projected Water Demand
Intensification / Reuse Only (Scenario 1)

	Residential		Non-Residential Development						Grand Totals
	Number of Units	Water (AFY)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel (sf)	Total (sf)	Water (AFY)	Water (AFY)
Districts									
Upper North Avenue	100	50	10,000	50,000	150,000		210,000	70	120
North Avenue	50	26	10,000	50,000	250,000		310,000	105	130
Downtown	1,600	807	100,000	200,000		150,000	450,000	168	975
Pacific View Mall	25	13	25,000	0			25,000	7	20
Harbor	300	151	66,000			150,000	216,000	54	205
Arundell	200	101	25,000	300,000	1,000,000		1,325,000	444	545
North Bank	50	25	300,000	50,000	300,000		650,000	204	229
Montalvo	50	25		50,000	25,000		75,000	23	48
Saticoy	50	25	0		25,000		25,000	9	34
Subtotals (Districts)	**2,425**	**1,223**	**536,000**	**700,000**	**1,750,000**	**300,000**	**3,286,000**	**1,084**	**2,307**
Corridors									
Ventura Avenue	800	404	40,000	100,000	50,000		190,000	57	460
Main Street	100	50	15,000	40,000			55,000	15	66
Thompson Boulevard	300	151	15,000	40,000			55,000	15	167
Loma Vista Road	25	13	15,000	40,000			55,000	15	28
Telegraph Road	250	126	15,000	40,000			55,000	15	142
Victoria Avenue	50	25	15,000	40,000			55,000	15	41
Johnson Drive	150	76	50,000	20,000			70,000	20	95
Wells Road	50	25	15,000	20,000			35,000	10	35
Subtotals (Corridors)	**1,725**	**870**	**180,000**	**340,000**	**50,000**	**0**	**570,000**	**163**	**1,033**
SOI/Other Infill									
101/126 Agriculture	200	101					0	0	101
Wells/Saticoy	1,050	528					0	0	530
Pierpont	100	50	30,000				30,000	9	59
Other Neighborhood Centers	100	50						0	50
Second Units	300	151						0	151
Underutilized	250	126						0	126
Vacant	450	227	165,000	50,000			215,000	60	287
Subtotals (Other Infill)	**2,450**	**1,236**	**195,000**	**50,000**	**0**	**0**	**245,000**	**69**	**1,304**
Totals (Intensification/Reuse)	**6,600**	**3,329**	**911,000**	**1,090,000**	**1,800,000**	**300,000**	**4,101,000**	**1,316**	**4,645**
Planned and Pending Developments									
Downtown	50	25	1,072			150,000	151,072	84	110
Ventura Avenue/Westside	238	120	7,086		27,000		34,086	12	132
Midtown	34	17	13,751				13,751	4	21
College (Telegraph/Loma Vista)	4	2	2,718	8,849			11,567	3	5
Telephone Road Corridor	256	129		54,785			54,785	15	144
Montalvo/Victoria	296	149		4,300			4,300	1	151
Saticoy/East End	840	424	7,950	5,600			13,550	4	427
Arundell		0	41,640	42,614	18,080		102,334	30	30
Olivas		0	7,166	7,066	390,053		404,279	143	142
Subtotals (Planned/Pending	**1,718**	**867**	**81,377**	**123,214**	**435,133**	**150,000**	**789,724**	**295**	**1,162**
Totals (Intensification + Expansion + Pending)	**8,318**	**4,196**	**992,377**	**1,213,214**	**2,235,133**	**450,000**	**4,890,724**	**1,611**	**5,806**

General Plan Draft Environmental Impact Report, Projected Water Demand, Intensification/Reuse Only, Table 4.13-15

TABLE ES-1
HISTORIC WATER DEMAND TRENDS

Year	Total Production (AF)1/	Untreated Water Use (AF)2/	Treated Water Use (AF)3/	Average Day Demand (MGD)	Maximum Day Demand (MGD)4/	Maximum Day Peaking Factor5/	Estimated Water Population6/	Per Capita Use Factor (AF/Yr)7/	Rainfall (inches)8/
1976	19421	3828	15593	13.92	19.61	1.41	67667	0.2304	14.1
1977	17360	3169	14191	12.67	20.30	1.60	68020	0.2056	14.0
1978	18227	3409	14818	13.23	23.46	1.77	70255	0.2109	36.5
1979	19320	3164	16187	14.43	24.98	1.73	72398	0.2234	20.3
1980	22147	4766	17381	15.52	27.27	1.76	76153	0.2282	25.0
1981	22436	4937	17499	15.62	30.76	1.97	80587	0.2172	18.9
1982	21205	4781	16424	14.68	25.95	1.77	82140	0.2000	17.2
1983	19858	3837	16022	14.31	25.71	1.80	84856	0.1868	36.1
1984	24522	4402	20120	17.96	27.03	1.50	86203	0.2334	8.7
1985	23169	4045	19123	17.07	30.81	1.79	88276	0.2166	9.7
1986	22283	3676	18587	16.60	24.96	1.51	89254	0.2082	21.8
1987	22456	2824	19632	17.63	28.14	1.81	91120	0.2155	12.2
1988	24049	3480	20629	18.42	30.16	1.64	92700	0.2225	11.8
1989	23921	2869	21033	18.80	30.85	1.65	94575	0.2226	5.1
1990	19148	2312	16837	15.03	20.81	1.39	98758	0.1708	5.8
1991	14660	2077	12583	11.23	18.43	1.64	89531	0.1264	17.0
1992	16735	1625	15110	13.49	20.44	1.52	N/A	N/A	N/A
Minimum	14660	1625	12583	11.23	18.43	1.39		0.1264	5.1
Maximum	24522	4937	21053	18.80	30.85	1.97		0.2334	36.5
Average (1976-92)	20643	3481	17162	15.72	26.05	1.65		0.2075	16.9
Average (1976-89 pre-mandatory conservation)	21302	3638	17604	16.32	25.28	1.68		0.2154	16.9

1/ Total production is all water produced or delivered from City sources; AF = acre feet.
2/ Untreated water use is oil company and agricultural water use in the North Ventura Avenue area (CMWD direct + Kingston effluent).
3/ Treated water use is total production less untreated water use.
4/ Maximum day demand is based on treated water production (Golf Course Wells + Saticoy Well + Victoria Well + CMWD #2 + Avis MWC + Power effluent + Valley Vista BPS); MGD = million gallons per day.
5/ Peaking factor for maximum day demand is related to average day demand.
6/ Estimated water population is the approximate population served by the water system; this is slightly higher than the population within the City limits (see Table 3.
9): N/A = data not available.
7/ Per capita use factor is treated water use divided by population.
8/ City wide annual rainfall averaged from four rainfall stations: Downtown, Avenue 17, Hall Canyon, and the County Government Center.

Water System Operational Evaluation & Improvement Program Historic Water Demand Trends, Table ES-1

TABLE ES-2
HISTORIC WATER CONSUMPTION SUMMARY1/

Consumption Category2/	Code	1990 Water Use (AF)	1990 % of Total Production	1989 Water Use (AF)	1989 % of Total Production	1988 Water Use (AF)	1988 % of Total Production	1987 Water Use (AF)	1987 % of Total Production	1986 Water Use (AF)	1986 % of Total Production
Residential:	(R)										
Single unit		6881	30.7	7277	30.4	7458	31.0	7684	35.0	7168	32.2
Multi unit		3751	16.8	4022	16.8	4012	16.7	4118	18.3	3549	15.9
Unclassified		671	3.5	747	3.1	753	3.1	734	3.3	598	2.7
Subtotal		10303	53.8	12046	50.4	12223	50.7	12716	56.6	11313	50.8
Commercial	(C)	4128	21.5	4381	18.3	4574	19.0	4558	20.3	3566	16.0
Industrial	(N)	333	1.7	398	1.7	405	1.7	571	2.5	540	2.4
Municipal	(M)	344	1.8	380	1.6	349	1.4	333	1.5	305	1.4
Untreated Wtr	(G)	2107	11.0	2841	11.9	3263	13.5	3328	14.8	3391	15.2
Other:											
Schools	(S)	348	1.8	346	1.4	354	1.5	421	1.9	344	1.5
Churches	(H)	130	.7	148	.6	127	.5	217	1.0	264	1.2
Firelines	(F)	8	.0	11	.0	14	.1	72	.3	21	.1
Irrigation	(I)	129	.7	125	.5	109	.5	125	.6	96	.4
Temporary	(T)	55	.3	89	.4	41	.2	43	.2	28	.1
Closed acct	(Z)	0	.0	2	.0	8	.0	258	1.1	906	4.1
Subtotal		688	3.5	721	3.0	653	2.7	1136	5.1	1657	7.4
Total Consumption		17881	93.4	20777	86.9	21467	89.1	22842	100.8	20772	93.3
Water Loss3/		1267	6.6	3144	13.1	2622	10.9	-186	-.8	1491	6.7
Total Production		19148	100.0	23921	100.0	24089	100.0	22656	100.0	22263	100.0

1/ Data is from City water consumption billing records (AF = acre feet).
2/ Consumption categories are from City billing data base.
3/ Water loss is the difference between total production and total consumption; the 1987 figure of 186 AF is an anomaly due to meter read cycles.

Water System Operational Evaluation & Improvement Program Historic Water Consumption Summary, Table ES-2

TABLE ES-8

POTENTIAL YIELD OF EXISTING WATER SOURCES

Existing Source	Potential Long-Term Yield (acre-feet)[1/] Wet Year	Avg Year	Dry Year	Projected Water Quality (mg/l TDS)[2/]
Ventura River	11,000	6,700	700	660
Lake Casitas[3/]	7,090	7,090	4,960	450
Oxnard Plain Basin[4/]	4,090	4,090	4,090	1,100
Santa Paula Basin	3,000	3,000	3,000	1,000
Mound Basin	6,000	6,000	6,000	2,100
Total	31,180	26,880	18,750	

1/ Potential long-term (year 2010) yield of existing sources per the Long-Term Sources Evaluation study. Some of the existing sources require additional production facilities to provide the potential yields shown. Assumes groundwater safe yields extracted in wet, average, and dry years.

2/ Projected water quality is the average TDS for the past five years, except for the Mound Basin where quality is expected to continue to deteriorate from current levels.

3/ Lake Casitas yield is the City's Stage 2 annual allocation for wet and average years, and Stage 5 allocation (70% of Stage 2 allocation) for dry years.

4/ Oxnard Plain Basin long-term yield (year 2010 and beyond) is 75% of GMA baseline allocation (yield decreases in 5% steps from baseline beginning in 1992).

Water System Operational Evaluation & Improvement Program Potential Yield of Existing Water Sources, Table ES-8

TABLE ES-10

POTENTIAL FUTURE WATER SOURCE REQUIREMENTS
(For Annual Water Quantity Needs Only - Quality Needs Are Not Included)

Study Year	Total Demand[1]	Potential Yield from Existing Sources[2]			Net Supply (Deficit)[3]		
		Wet Yr	Avg Yr	Dry Yr	Wet Yr	Avg Yr	Dry Yr
1995	24,027	31,990	27,690	19,560	7,963	3,663	(4,467)
2000	24,280	31,720	27,420	19,290	7,440	3,140	(4,990)
2010	25,732	31,180	26,880	18,750	5,448	1,148	(6,982)
2040	30,959	31,180	26,880	18,750	221	(4,079)	(12,209)

1/ From Table ES-4 (all values in table are in acre-feet).

2/ From Table ES-8 and including GMA stepped reductions of Oxnard Plain Basin source (5% reduction increments in 1995, 2000, 2005, and 2010). Some of the existing sources require additional production facilities to provide the potential yields shown.

3/ Total existing source capacity less total demand.

Conjunctive Use of Sources

One of the recommendations of the Long-Term Sources Evaluation study is to increase the overall yield of existing water sources by implementing a conjunctive use operating procedure. This procedure would involve utilizing surface waters (Ventura River, Lake Casitas, and SWP) during wet years to the fullest extent possible while letting groundwater sources rest. During dry years when the surface water source yields are reduced, the groundwater sources can be pumped to meet remaining demands. Production facilities for the additional dry year extractions would be required. This approach can also be implemented if desalinated seawater is chosen by conjunctively using groundwater and Ventura River and Lake Casitas water.

Conjunctive use of the City's existing groundwater sources is limited by the requirement to maintain long-term production from the groundwater basins within their safe yields. The total safe yield of existing groundwater sources is estimated to be approximately 13,000 acre-feet per year in the year 2010. The Oxnard Plain and Mound Basins are recommended to be conjunctively used, because both basins have large storage and transmissivity capacities. The Oxnard Plain Basin also has an accounting system in place per the GMA ordinances.

In order for conjunctive use of existing groundwater sources to be feasible, a long-term balance between wet, average, and dry year conditions must occur. Beginning a conjunctive use program after an extended dry period is not recommended, because groundwater levels have been reduced and require several wet years to bring levels back to normal conditions.

Water System Operational Evaluation & Improvement Program Potential Future Water Source Requirements, Table ES-10

Potential Future Water Sources Requirements

The quantity of water needed by the City from new sources depends on several factors, including the anticipated long-term yield of existing water sources under varying weather conditions, potential future water demands in the system, which potential future water sources are implemented, and water quality goals. Even without improving the quality of water provided to the customers, additional water is needed now and in the future just to meet quantity deficits in dry years. Table ES-10 summarizes the water quantity needs for future demand conditions based on potential yields from existing sources only. As shown in the table, water quantity deficits are anticipated in all future dry years, and in average years by 2040. Dry year deficits would be approximately 4,500 acre-feet in 1995 and approximately 7,000 acre-feet per year by 2010. Additional water quantities beyond those indicated would be needed to improve water quality.

Water System Operational Evaluation & Improvement Program Potential Future Water Sources Requirements, Page ES-16

Table 2-3
Population and Housing Projections

	2004 Levels[a]	2025 Estimates		Change from 2004-2025	
		0.88% Annual Growth	1.14% Annual Growth	0.88% Annual Growth	1.14% Annual Growth
Population	104,952	126,153	133,160	21,201	28,208
Housing Units[b]	40,880	49,138	51,867	8,258	10,987

[a] *Source: California Department of Finance, City/County Population and Housing Estimates, 1/1/2004. Note that 2004 data are used as the baseline because 2005 data were not available when the EIR was initiated in Fall 2004; 2005 population and housing estimates are provided in Table 3-1 in Section 3.0, Environmental Setting.*

[b] *Housing unit estimates assume that the current ratio of 2.57 persons per household remains constant through 2025. In reality, the number of persons per unit could go up or down, depending upon housing costs, the types of housing built in the City, population growth, and other factors.*

General Plan Draft Environmental Impact Report, Table 4.13-15

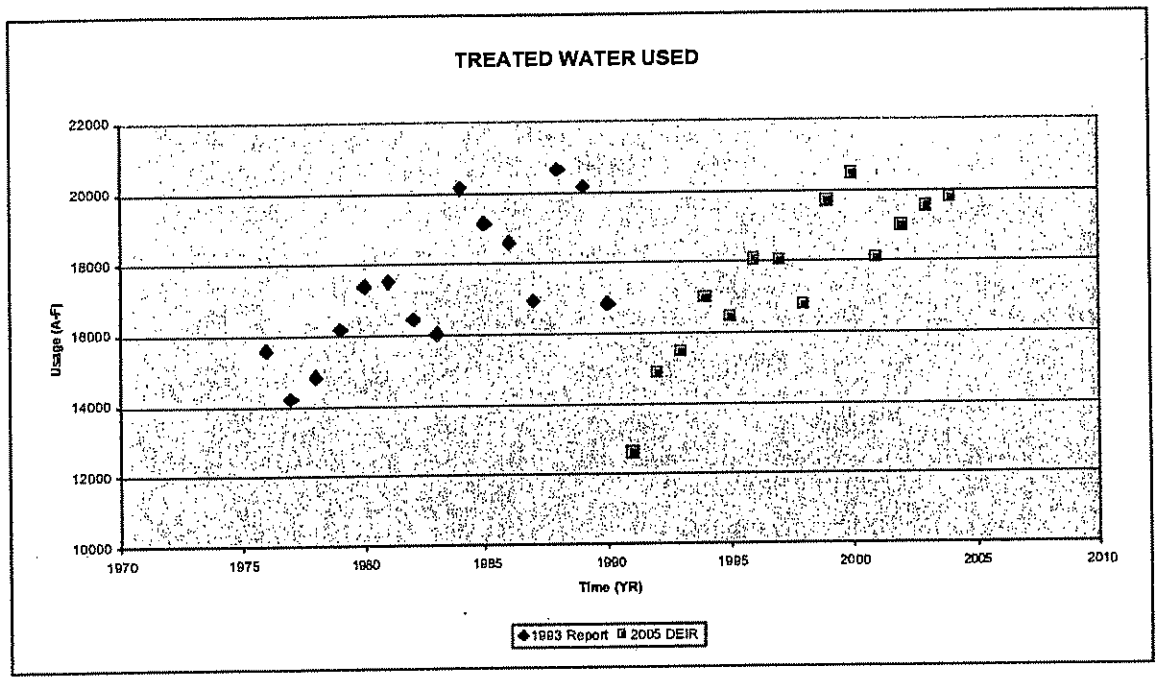
Table 1: Historic and Projected Water Source Production and Supply Availability (acre-feet)

Year	Surface Water		Ground Water				Total Water Supply (7)
	Ventura River (1)	Lake Casitas (2)	Mound Basin (3)	Oxnard Plain Basin (4)	Santa Paula Basin (5)	Saticoy Yard Well (6)	
Historic Production							
1980	7,276	7,544	0	5,198	2,129		22,147
1985	5,493	9,099	2,360	6,172	46		23,170
1990	2,859	6,175	4,365	5,749	0		19,148
1995	9,042	1,622	2,169	2,603	2,594		18,030
1996	7,926	4,456	2,789	2,768	1,599		19,538
1997	7,052	7,089	213	3,452	2,025		19,831
1998	8,069	4,328	802	4,312	1,033		18,544
1999	6,419	7,061	3,955	1,621	1,669		20,725
2000	6,779	5,836	4,579	2,674	1,698		21,566
2001	5,727	6,292	4,030	905	2006		18,960
2002	5,951	7,127	3,720	1,978	1,157		19,933
2003	6,722	4,874	5,546	2,898	316		20,356
Projected Supply							
2004	6,700	8,000	4,200	4,600	3,000	0	26,500
2009	6,700	8,000	4,200	4,400	3,000	2,262	28,562
2014	6,700	8,000	4,200	4,100	3,000	2,262	28,262

Notes:

1. Ventura River future supply is the average long-term production based on analysis of the period from 1939 to 1982 per the Evaluation of Long Term Alternative Water Sources, James M. Montgomery, June 1993.
2. Includes the City's total past Casitas purchases in addition to raw water and oil recovery users; projected supply is the City's current in-district use.
3. Mound Basin future supplies are 75 percent of well pump rated output.
4. Oxnard Plain Basin future supply is based on GMA restricted extraction limits rounded to nearest 100 AF.
5. Santa Paula Basin future supply is the pumping allocation of the Stipulated Judgement.
6. Saticoy Yard Well future supply is 75 percent of design maximum pump output capacity.
7. Includes treated and raw water; excludes reclaimed water supply.

Source Data used for Analyzing Water Usage								
	1993 Water System Operational Evaluation & Improvement Program				2005 General Plan Draft Environmental Impact Report			
	Water Population	Treated Water Use	Per Capita Use Factor	Rainfall	Water Population	Treated Water Use	Per Capita Use Factor	Rainfall
1940					13264	4240	0.320	12.54
1950					16534	5307	0.321	13.34
1960					29114	8832	0.303	12.08
1970					57964	17051	0.294	13.92
1976	67667	15583	0.2304	14.1000				
1977	69020	14191	0.2056	14.0000				
1978	70265	14818	0.2109	36.5000				
1979	72338	16157	0.2234	20.3000				
1980	76153	17381	0.2282	25.0000	73774	17381	0.236	24.78
1981	80587	17499	0.2172	15.9000				
1982	82140	16424	0.2000	17.2000				
1983	84856	16022	0.1888	36.1000				
1984	86203	20120	0.2334	8.7000				
1985	88276	19123	0.2166	9.7000				
1986	89254	18587	0.2082	21.6000				
1987	91120	16932	0.2155	12.2000				
1988	92700	20629	0.2225	11.9000				
1989	94575	20153	0.2226	5.1000				
1990	98758	16837	0.1708	5.9000	94856	16831	0.177	5.53
1991	99531	12583	0.1264	17.0000	94913	12583	0.135	17.01
1992		15110			95626	14846	0.155	20.91
1993					96540	15449	0.160	28.21
1994					97154	16980	0.175	11.47
1995					99668	16428	0.165	34.52
1996					100482	18038	0.180	13.81
1997					101096	18002	0.178	16.02
1998					101610	16775	0.165	43.25
1999					102224	19658	0.192	10.56
2000					103238	20432	0.198	17.04
2001					104153	18071	0.173	23.22
2002					105267	18965	0.180	7.24
2003					106782	19510	0.183	20.06


TREATED WATER USED
22000
20000
18000
16000
14000
12000
10000
Usage (A-F)
1970
1975
1980
1985
1990
1995
2000
2005
2010
Time (YR)
1993 Report
2005 DEIR

Letter 6

COMMENTER: Daniel Cormode

DATE: June 19, 2005

RESPONSE:

Response 6A

The commenter states that the Draft EIR does not provide updated information on the water system from the 1993 Water Master Plan. The current water system is described on pages 14.13-1 through 4.13-7 based on updated information provided by City Public Works Department staff. The 1993 Water Master Plan is incorporated by reference in the Final EIR.

Response 6B

The commenter states that the Draft EIR does not address historic or future water source by category, the impact of drought conditions on the yield of existing water sources, or potential future water source requirements. Detailed historic water consumption by land use category is not available. Detailed future consumption by area and by land use category is provided in Tables 4.13-15 through 4.13-20 for Scenarios 1 through 6, respectively. Potential sources of supply are shown in Table 4.13-7 and the entire discussion under Impact U-1 compares projected future water demand to available supply. The Biennial Water Supply Report included in Appendix F includes discussion of various City programs that augment City supplies under drought conditions. A detailed analysis of available water supply during various drought conditions will be undertaken as part of the City's Urban Water Management Plan, which must be updated in years ending in zero and five. Demand projections from the various scenarios were, however, compared to those of the 2000 UWMP and all were below those projections.

Response 6C

The commenter suggests that the Draft EIR estimates future water demand based on a constant per capita rate and notes that per capita water consumption has risen since 1991. The projections of future water demand contained in Section 4.13 of the Draft EIR are not based upon a per capita rate, but rather are based upon water demand factors for the various uses anticipated under the 2005 General Plan. Therefore, the fact that per capita consumption may have increased slightly does not affect the water demand projections or conclusions regarding the availability of water supply.

Future water demand was not projected based on a per capita rate, but rather was projected based on typical rates for the uses anticipated to be developed through 2025. Therefore, the current per capita rate from the Biennial Report (which includes all water demand associated all uses) cannot be compared only to the demand associated with future residential development. Instead, it should be compared to the entire projected demand associated with all uses. For comparison purposes, the increase in annual water demand for Scenario 6 is estimated at 7,611 acre-feet, while the projected population increase for that scenario is 28,208

(as shown in Table 2-3 in Section 2.0, *Project Description*). This equates to a per capita rate of 0.269 acre-feet per person (7,611/28,208). Other scenarios would yield similar per capita consumption.

The projected per capita rate of 0.269 acre-feet per year is about 50% higher than the current citywide per capita rate of 0.179 acre-feet per year. Therefore, water demand associated with future development has been projected based upon a conservative estimate of per capita water consumption. The estimates of overall citywide water demand in 2025 are conservative not only because of the high per capita rate assumed, but also because the baseline citywide water demand assumed for all scenarios is the highest water use from the past five years (21,500 acre-feet per year).

7

23 June 2005

From: Daniel Cormode
186 Gorrion Ave
Ventura, CA 93004

To: City of San Buenaventura
501 Poli St
Ventura, CA 93002
Attn: Kari Gialketsis

Subj: 2005 General Plan Draft Environmental Impact Report Review Comments

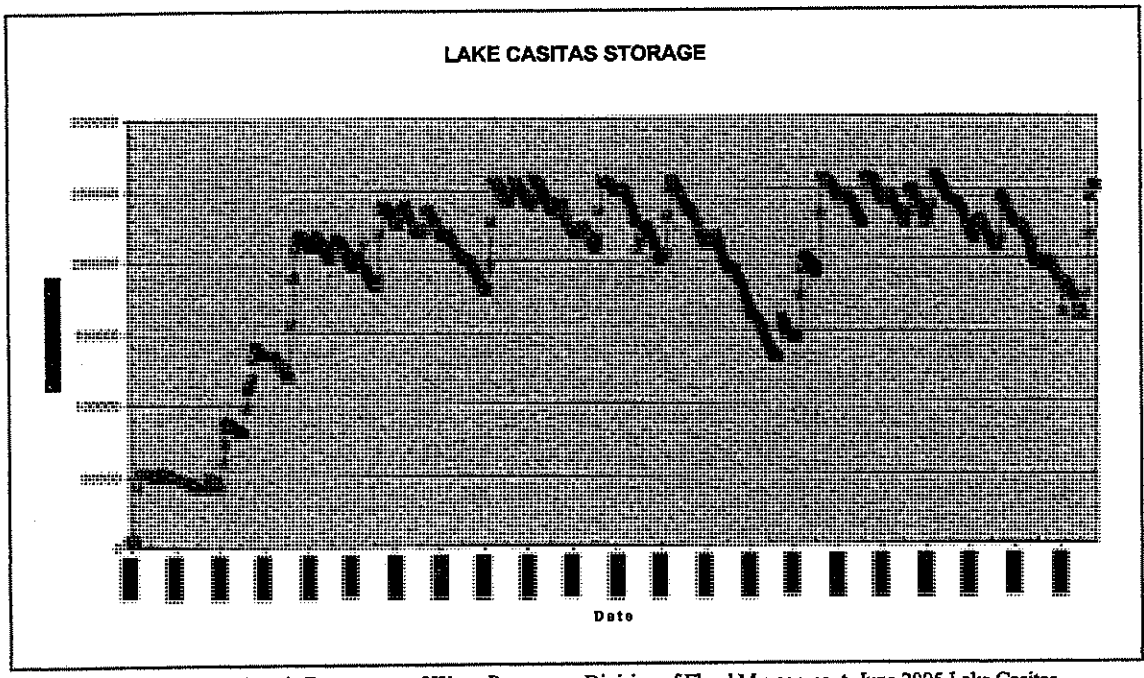
Ref: (a) Daniel Cormode ltr re: 2005 General Plan Draft Environmental Impact Report Review Comments dated 19 June 2005

1. A review of the General Plan Draft Environmental Impact Report June 2005, Section 4.13, UTILITIES & SERVICE SYSTEMS, was conducted and comments were contained in reference (a)/

2. Additional comments are forwarded relative to review of the subject document.

3. The subject document does not adequately address the impact of a prolonged drought and the adequacy of water resources to supply the required water under those conditions.

4, During the April 1986 through January 1991, the volume of water stored in Lake Casitas decreased by 48% from 254,800 A-F to 129,173 A-F and is shown in Figure 1.

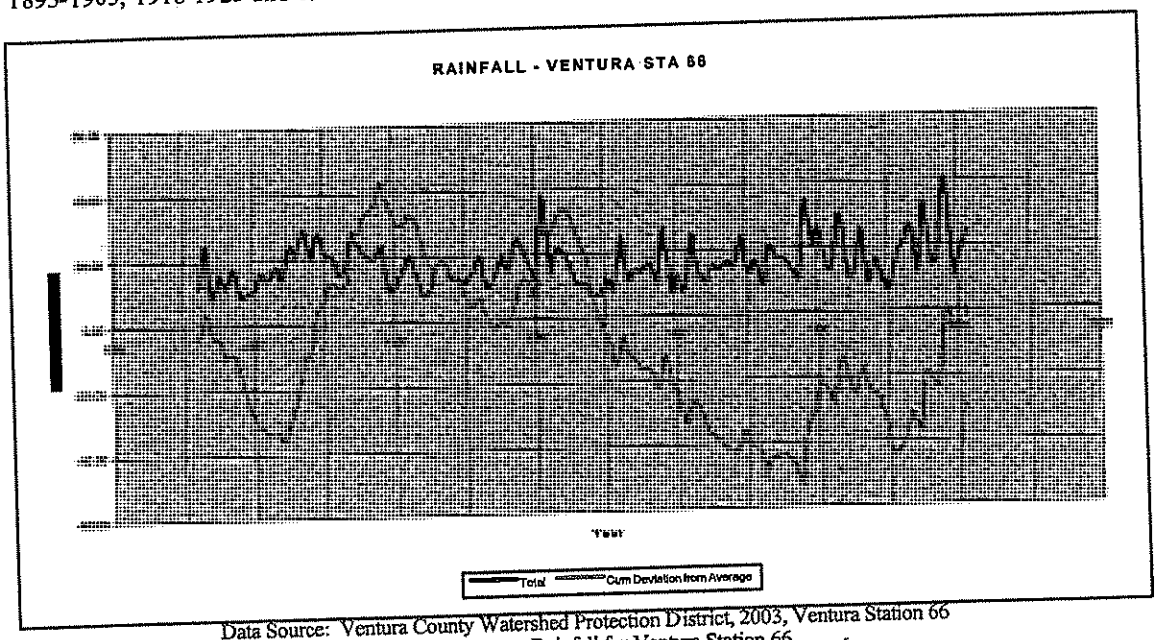


Data Source: California Department of Water Resources, Division of Flood Management, June 2005 Lake Casitas

Figure 1 – Lake Casitas Water Storage (A-F)

1

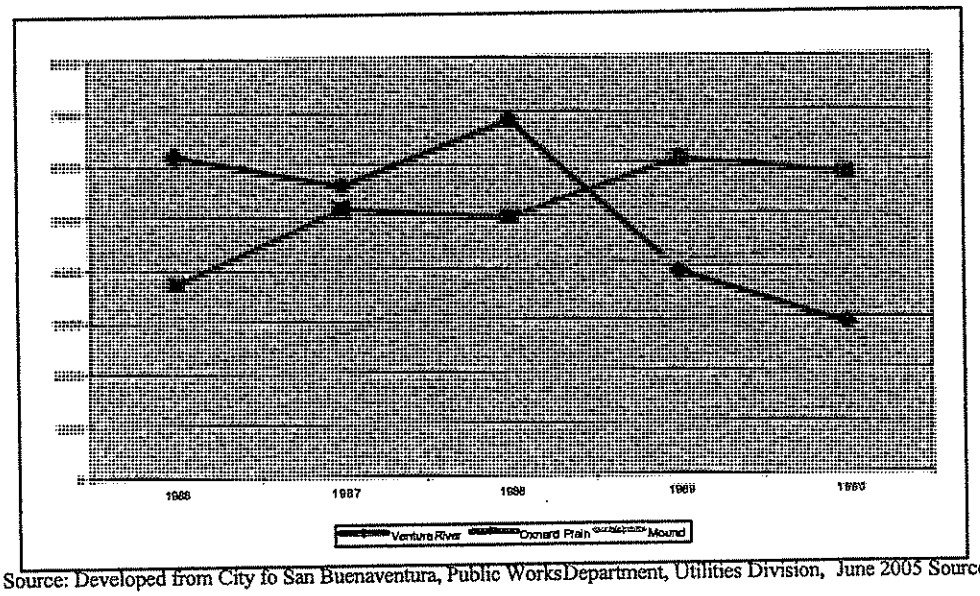
5. It is highly probable that additional droughts can be identified from the examination of rainfall data for the years 1891-2001 for Ventura Station 66 shown in Figure 2. Droughts of 8 years probably occurred during the years 1893-1905, 1918-1925 and 1944-1951 and a 5 year drought occurred during 1986-1990.



Data Source: Ventura County Watershed Protection District, 2003, Ventura Station 66

Figure 2 – Annual and Cumulative Deviation from Average Rainfall for Ventura Station 66

6. Drought conditions also impact the ability of the City to pump water from the Ventura River basin. And increase the load on the Oxnard and Mound aquifers and i9s shown in Figure 3. The DEIR does not discuss the ability of the aquifers to supply water during prolonged drought conditions.



Data Source: Developed from City fo San Buenaventura, Public WorksDepartment, Utilities Division, June 2005 Source Data

SOURCE PRODUCTION - DATA IN ACRE FEET					
APRIL 1986 - FEBRUARY 1991					
	Ventura River/ Foster Park	Oxnard Plain/ Golf Course	Saticoy#2	Mound/ Victoria	TOTAL
1986	6,161.68	3,705.32	0.00	2,074.65	11,941.65
1987	5,574.86	5,111.35	0.00	2,726.21	13,412.42
1988	6,803.49	4,947.15	0.00	3,932.27	15,682.91
1989	3,858.80	6,033.46	0.00	4,100.92	13,993.18
1990	2,858.73	5,749.18	0.00	4,365.59	12,973.50
1991	193.67	745.69	0.00	533.16	1,472.52
TOTAL	25,451.23	26,292.15	0.00	17,732.80	69,476.18

Source: City fo San Buenaventura, Public Works Department, Utilities Division, June 2005

3

7. For additional information, please contact Daniel Cormode by telephone at 805-647-4063 or by e-mail at dcormode@sbcglobal.net.

Copy to:

City Manager
Community Development Director
Urban Planning Manager
Economic Development Manager
Mayor
City Council

Letter 7

COMMENTER: Daniel Cormode

DATE: June 23, 2005

RESPONSE:

The commenter states an opinion that the Draft EIR does not adequately address the impact of a prolonged drought and the adequacy of water resources to supply the required water under those conditions. As stated in responses to Letter 6 (the commenter's June 19, 2005 letter), the Biennial Water Supply Report included in Appendix F discusses various City programs that augment City supplies under drought conditions. The impact of drought on the ability of the water supply system, including the management of surface and groundwater storage, is addressed in the City's Urban Water Management Plan, which is updated in years ending in zero and five. It should also be noted that any future development of more than 500 dwelling units would also be subject to the requirements of Senate Bills 221 and 610, which require a Water Supply Assessment and Verification Report that must address drought conditions.

8

20 June 2005

From: Daniel Cormode
186 Gorrion Ave
Ventura, CA 93004

To: City of San Buenaventura
501 Poli St
Ventura, CA 93002
Attn: Kari Gialketsis

Subj: 2005 General Plan Draft Environmental Impact Report (DEIR) Review Comments

Ref: (a) Daniel Cormode e-mail of 20 May 2001

1. The subject DEIR identifies impacts to fire services, police services, traffic; circulation, storm drain systems and schools which will required additional funding. Some of those mitigation measures will require public finding as they will benefit the general population and other mitigation measures having direct impact as a result of the development require funding by developer. These magnitude of these economic impacts do not appear to be discussed in either the proposed 2005 General Plan nor the subject DEIR.

2. It is recommended discussion of the following relevant economic/fiscal elements identified in the State of California General Plan Guideline be adequately addressed in the subject DEIR and discussion should be contained therein. Those elements include discussing:

a. Fiscal Stability, including existing and potential revenue resources, costs of services and facilities and economic forecasts.

b. Budgetary Structure, including: existing outlays to departments, services and comparable revenue recoupment mechanisms and levels; and comparison of facility and services versus efficiency of providing the programs.

3. For additional information, please contact me by telephone at 805-647-4063 or by e-mail at dcormode@sbcglobal.net.

Copy to:

City Manager
Community Development Director
Urban Planning Manager
Economic Development Manager
Mayor
City Council

1

Subj: Economic Development Issue Paper
Date: 5/20/01
To: merrymanwcc@aol.com
CC: sandmand@pacbell.net
BCC: ttanda@pacbell.net

Margaret,

At the 16 May 01 CPAC Meeting, an Economic Development Issue Paper for the City of San Buenaventura Comprehensive Plan was presented to members of the Comprehensive Plan Advisory Committee (CPAC).

The presentation stated that Economic Development Goals and policies can assist the City in achieving its overall Vision by:

- Guiding economic revitalization in key areas of the community;
- Presenting new economic options for development at key entry points to the City;
- Promoting the City's economic potential to achieve regional prominence, strengthen the economic base of the City, and stimulate other economic investments in the community;
- Seeking to minimize sales tax "leakage" to surrounding areas and increase fiscal benefits;
- Providing a healthy climate to encourage economic investments in the community;
- Emphasizing training and job opportunities for local workers;
- Providing a choice of housing opportunities commensurate with job growth;
- Maintaining a high level of public services and infrastructure for residents and businesses; and
- Actively pursue opportunities for a more balanced economic base in all focus areas.

What is missing from both the above presentation and the Vision, are identification, and potential cost if applicable, of:

- Key areas of the City requiring revitalization;
- The type of revitalization required for each key area;
- Specific economic options;
- Key entry points to the City;
- The economic potential of the City through an economic model or other measurable statistical analysis tool;
- The ability for the City to sustain itself economically, both currently and in the future, based on City infrastructure maintenance and support requirements;
- The climate needed to encourage economic investment in the City:
- Training and job opportunities for local workers;
- Types of housing opportunities available;
- Areas of current/expected job growth;
- Current/Future public services and infrastructure requirements by both residents and business; and
- opportunities for a more balanced base.

Furthermore, I feel the data contained in the presentation did not clearly relate to the following relevant economic/fiscal elements identified in the State of California General Plan Guidelines:

- Business retention and development by sector;
  - Identification of the needs, limitations and alternatives to existing businesses;
  - Identification of potential improvements and strategies which would encourage business retention;
- Employee Development

- Areas of employment growth, shortages and needs;

- Business Recruitment:
  - Relevant issues concerning the types, number, and success of existing and potential recruitment strategies.
  - Identification of thoise businesses which would be compatible with the objectives of the general plan and consistent with the carrying capacity of the land and infrastructure.

- Fiscal Stability
  - Includes existing and potential revenue resources, costs of services and facilities and economic forecasts.

- Budgetary Structure
  - Existing outlays to departments, services and comparable revenue recoupment mechanisms and levels.
  - Comparison of facility and services versus efficiency of providing the programs.

Recommend the above concerns be either placed on the CPAC meeting agendas for discussion or forwarded on to City Staff for action as appropriate.\

R/

Daniel Cormode
805-647-4063

- **Storm Drain System** – potential impacts due to system deficiencies in older parts of the City, including Ventura Avenue corridor and Downtown district (all scenarios); this impact can be mitigated through development of funding mechanisms to address system deficiencies

- **Fire Protection Service** – potentially significant impacts to fire protection service in the North Ventura Avenue area (Scenarios 2-6); this impact can be mitigated through development of a new fire station in the North Ventura Avenue area

- **Police Protection Service** – potentially significant impacts relating to the need for new facilities (all scenarios); this impact can be mitigated through expansion of facilities as necessary

- **Traffic Performance Standards** – potentially significant impacts to roadway intersections (Scenarios 1, 3, 4, 5, and 6); impacts can be mitigated through policies and actions directing implementation of feasible system improvements as needed

Impact HWQ-2 Development accommodated through the year 2025 under any of the land use scenarios under consideration for the 2005 General Plan would increase the amount of impervious surfaces within the Planning Area, potentially increasing surface runoff in areas where existing storm drain systems are deficient. This is considered a Class II, significant but mitigable, impact for all scenarios.	**HWQ-2 Additional Drainage Actions.** The following actions shall be added to the 2005 General Plan to address existing storm drain system deficiencies: • Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City. • Adopt assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist (e.g., Downtown district, Ventura Avenue corridor, and Harbor district).	Less than significant for all scenarios.

Impact PS-1 Development under any of the 2005 General Plan land use scenarios would increase the City's population and density of development, and introduce new development into high fire hazard areas. This would increase demand for fire protection services and potentially create the need for new fire protection facilities. With proposed General Plan policies, impacts for Scenario 1 are Class III, less than significant. Impacts for Scenarios 2-6 are considered Class II, significant but mitigable.	**PS-1(a) North Avenue and Western Cañada Larga Expansion Areas.** The following action shall be added to the 2005 General Plan if any land use scenario that includes possible future development of the North Avenue expansion area or the Western Cañada Larga expansion area is adopted: • Add a fire station in the North Avenue area as determined necessary by the Ventura Fire Department. Consider an assessment district for the North Avenue area to fund a new station. **PS-1(b) Poinsettia Expansion Area.** The following action shall be added to the 2005 General Plan if any land use scenario that includes possible future development of the Poinsettia expansion area is adopted: • Include a fire station site in any future specific plan for the Poinsettia expansion area if determined necessary by the Ventura Fire Department.	Less than significant for all scenarios.
Impact PS-2 Possible future development under Scenarios 1-6 would increase the City's population and density of development, thereby resulting in the need to construct new facilities in order to provide effective police protection service. Impacts would be Class II, significant but mitigable, for any of the six land use scenarios.	**PS-2 Police Protection Service.** The following actions shall be added to the 2005 General Plan: • Establish a new Downtown storefront to meet the needs of the growing Downtown population • Expand the Police Department headquarters as necessary to accommodate staff growth.	Less than significant for all scenarios.
Impact PS-3 Projected enrollment growth under the 2025 General Plan would exceed the capacity of existing schools within the Ventura Unified School District, thereby creating the need to construct additional facilities. However, payment of State-mandated school impact fees is presumed to provide funding for needed new school facilities. Therefore, although available land for new schools may be limited (particularly for Scenarios 1 and 5), impacts to schools would be reduced to a Class III, less than significant, level for any of the six land use scenarios.	None required, but the following are recommended: **PS-3(a) School Coordination.** The following action should be added to the 2005 General Plan: • Coordinate with the Ventura Unified School District to ensure that school facilities can be provided to serve new development. **PS-3(b) Expansion Area Schools.** The following action should be added to the 2005 General Plan if any land use scenario that includes an expansion area is adopted: • Require expansion area specific plans to be prepared in coordination with the Ventura Unified School District and set aside land needed for new school facilities.	Less than significant for all scenarios.

Impact TC-1 Growth accommodated under any of the General Plan land use scenarios could result in deficiencies to the local circulation system based on recommended level of service standards. The number of locations that could have deficiencies based on the projected growth scenarios ranges from one (for Scenario 1) to four (for Scenarios 2 and 4). Feasible improvements are available to address all projected deficiencies for Scenarios 1, 3, 4, 5, and 6; therefore, impacts associated with those scenarios are considered Class II, significant but mitigable. For Scenario 2, implementation of feasible improvements would not achieve performance standards at the Johnson Drive/North Bank Drive intersection. The impact at that location is considered Class I, unavoidably significant, for Scenario 2.	To ensure that impacts are addressed and that the improvements identified in this EIR (or other feasible improvements that achieve the same objectives) are identified, the following measure is required: **TC-1 Additional Circulation Action.** The following action shall be added to the 2005 General Plan to ensure that traffic impacts of future developments are addressed and mitigated: • Require project proponents to analyze traffic impacts and implement mitigation as appropriate prior to development. Depending upon the nature of the impacts and improvements needed, mitigation may either consist of implementing needed physical improvements, contributing "fair share" fee toward implementation of needed improvements, or some combination thereof.	Less than significant for Scenarios 1, 3, 4, 5, and 6. Unavoidably significant at Johnson Drive/North Bank Drive intersection for Scenario 2.

Letter 8

COMMENTER: Daniel Cormode

DATE: June 20, 2005

RESPONSE:

The commenter states an opinion that the Draft EIR should include economic and fiscal analysis relating to increased demand for police and fire service, and transportation and storm drain infrastructure. It is not the EIR's purpose to discuss environmental or fiscal effects. The purpose of the EIR is to identify and, when possible, mitigate potentially significant environmental effects, which generally relate to physical changes to the environment. Section 15131 of the *CEQA Guidelines* states that "economic or social effects of a project shall not be treated as significant effects on the environment."

9

Gialketsis, Kari

From: Daluddung, Susan
Sent: Monday, June 27, 2005 11:37 AM
To: 'Charles Spraggins'
Cc: Gialketsis, Kari
Subject: RE: EIR

Hello Charles:
I understand that granny flats is the vernacular way of describing a guest house and even is used to describe second units. My understanding is that you are asking about second units.... under the law it has this new name.. People often the two. Two Second units are exempt from CEQA under State statute. the second point is that both second units and "granny flats "
do not have an impact separate and apart from any other population-- so the answer is yes, the City has taken them into account with our population projections. I will forward you to our consultant if you are asking for more detailed information.
Have a great day.
Susan

Dr.Susan J. Daluddung
Community Development Director
Phone: 805-658-4723
Fax: 805-653-0763
sdaluddung@ci.ventura.ca.us
Enhancing Ventura's quality of life by
leading the way towards a better tomorrow

-----Original Message-----
From: Charles Spraggins [mailto:c.spraggins@sbcglobal.net]
Sent: Sunday, June 26, 2005 5:27 PM
To: sdaluddung@ci.ventura.ca.us
Subject: EIR

Has the EIR made any provision for the impact of the Granny Flats that have been included in the general plan? Since the implementation of the program will be impacted by the city's understanding of the resources required to build the flats, has a sensitivity analysis been done concerning alternate ways to implement the plan. Granny flats can create a lot of problems in neighborhoods with limited parking. Since residents are often using their garage for storage rather than their cars, just because a house has a garage does not mean that there is adequate parking. Since this issue can create a lot of legal issues between neighbors, how ill disputes be resolved without burdening the courts?

Charles Spraggins
Ventura, CA

Letter 9

COMMENTER: Charles Spraggins

DATE: June 26, 2005

RESPONSE:

The commenter asks whether the EIR has made any provision for "granny flats" and how disputes about parking associated with these units will be resolved. The EIR analysis assumes that up to about 300 second units will be built in the City through 2025, or about 15 units per year for 20 years. Therefore, the overall citywide impact of adding second units has been accounted for in the EIR. Any analysis of the impacts of individual second units would be speculative as the nature and magnitude of impacts would depend upon where such units are built. In any event, it should be noted that State law allows for the construction of second units in certain instances regardless of whether or not the proposed 2005 General Plan is adopted.

10

July 7, 2005

Ms. Kari Gialketsis, Principal Planner
Community Development Department
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099.

SUBJECT: COMMENTS TO THE DRAFT EIR

Dear Ms. Gialketsis:

We have reviewed the Public Review Draft Environmental Impact Report ("DEIR") and respectfully submit the following comments regarding the development potential identified for the Johnson Drive Corridor for City decision makers' consideration. We are concerned that the Development Potential identified in the DEIR of 150 residential units, 50,000 square feet of retail space and 20,000 square feet of office space appears to considerably understate the potential for this area.

We feel that a greater level of development should be encouraged in the Johnson Drive Corridor to better support the City's smart growth goals, and other sustainable development policies, especially with respect to the residential component. We believe that future intensification and redevelopment in the Johnson Drive Corridor, combined with future new development on available infill sites, makes the stated Development Potential in the Corridor insufficient. It is quite likely that the projected thresholds for residential and non-residential development described in the DEIR would be quickly realized on the two remaining undeveloped sites in the Corridor (both located at the intersection of Johnson and North Bank Drives). We contend that significantly increasing the intensity of residential development in the Johnson Drive Corridor would support the City's Smart Growth goals and encourage desirable development forms in this very important "gateway" corridor. Intensifying the residential development potential in the Johnson Drive Corridor would:

- *Preserve open space, farmland, natural beauty and critical environmental areas.* The Johnson Drive Corridor is adjacent to the farmland of the Serra Expansion Area being considered in the Draft EIR for future development and expansion of the City. By intensifying the development in this existing Corridor, it forestalls the development of nearby agricultural areas.

- *Foster distinctive, attractive communities with a strong sense of place.* The Johnson Drive Corridor lacks a cohesive focus or image. The addition of a substantial, high-quality housing component would support a more diversified base of commercial establishments to better serve the corridor and the neighboring communities.

- *Mix land uses.* Smart Growth encourages a mix of land uses both vertically and horizontally. By introducing a significant component of residential units to this commercial corridor, existing businesses can benefit from the stabilizing effect of this sizeable, adjacent customer base, while residents benefit from proximity to services and stores.

- *Create walkable communities.* By encouraging the development of a substantial number of residential units in this corridor, we increase the opportunity for local businesses to be supported by walk-in customers. Residents will be able to walk to the movies or the nearby shops and make use of the Linear Park which runs along the perimeter of the Corridor.

- *Create a range of housing opportunities and choices.* Because of the generally commercial nature of the corridor, a significant amount of housing would be an appropriate infill use. For example, rental product in this area would provide a much needed alternative to the for-sale product available further north on Johnson Drive.

- *Provide a variety of transportation choices.* Intensifying the residential development in the Corridor allows an increased number of residents to benefit from proximity to the South Coast Area Transit (SCAT) bus route along Johnson Drive, Ventura Intercity Service Transit Authority (VISTA) bus stops, and easy access to the Freeway. By locating more potential commuters adjacent to the 101 Freeway, the impact of these new households on local traffic patterns would be reduced.

We understand that the City intends for the projections included with the DEIR to be assumptions for analytical purposes only, and that the Districts, Corridors and Expansion Areas could accommodate more development based on market forces and other factors. We acknowledge City staff's assertion that the Development Potential described in the DEIR is not intended as a future "cap" on development; however, we are concerned that the described Development Potential would later be perceived by members of the public (or even the City Council) as a limit to growth and, thus, constrain new residential development in this corridor otherwise ripe for infill/intensification. We fear this is a real possibility since the DEIR indicates that projected City growth was distributed among the various corridors and districts in the City "based on the development potential of each growth district and corridor and direction from the community, CPAC, Planning Commission and City Council on where growth in the community should be encouraged." Even clear language qualifying the empirical assumptions, as provided in

the footnotes to "Appendix C" of the DEIR, may do little to change the perception that the Development Potential projections are not targets or limits.

Equally concerning to us is the anticipated relationship among the DEIR, Draft General Plan and forthcoming Development Code, such that the same assumptions and projections used solely for analytical purposes in the DEIR (such as residential development potential) could become policy through the creation of the formal Development Code. In other words, those projections used solely for analysis in the Draft General Plan and DEIR could seriously limit future development opportunities if adopted into ordinance with the Development Code if the zoning density designations are derived from these figures. This could have the unintended consequence of turning the otherwise "analytical projections" into local law.

As a result of the above considerations, we respectfully recommend that the residential development potential in the Johnson Drive Corridor be revised substantially upward to accommodate the appropriate scale and quality of future housing in this key infill Corridor.

Sincerely,

Carol Schwartz
Assistant Vice President
Community Development
Casden Properties LLC

Demitrius Zeigler
Project Manager
Community Development
Casden Properties LLC

cc: Howard Katz, Vice President
Community Development

Ronald C. Mayhew, Vice President
Community Development

Letter 10

COMMENTERS: Carol Schwartz and Demitrius Zeigler, Casden Properties, LLC

DATE: July 7, 2005

RESPONSE:

The commenters re-state concerns about the amount of development assumed in the Draft EIR for the Johnson Drive corridor and request that the amount of development assumed for the Johnson Drive corridor be revised upward. These concerns are addressed in the response to Comment Letter 4. As the commenters acknowledge, the growth estimates included in the Draft EIR for all districts, corridors, and neighborhood centers are assumptions to be used for analytical purposes. These do not represent growth caps or restrictions and do not limit the ability of the City to approve individual projects that include more units or square footage than have been assumed in the EIR analysis. As such, there is no reason to adjust the growth estimates shown in the Draft EIR. The specific impacts of individual development projects will need to be addressed on a case-by-case basis.

In response to several comments on the Draft 2005 General Plan and Draft EIR, a table will be added to the General Plan that will show the carrying capacity of the total land area for the Plan. This table is intended to show what the total development potential is versus the realistic estimates provided in the original table (May Draft Overview, Table 2, pages 14 &15).

11

Howard and Howard Ranch

1575 Montgomery Avenue Ventura, California

Mailing Address 15000 SW Scarlett Drive Tigard, Oregon 97224 (503) 521-1551

Members:
Sunkist Growers, Inc.
Saticoy Lemon Association
Calavo Growers of California

Owners:
Clyde Atkinson
Howard B. Atkinson
Diane H. Belding
Jean H. Mann

July 14, 2005

TO: Kari Gialketsis, Principal Planner
City of San Buenaventura
Community Development Department

Cc: Lisa Porras, AICP, Senior Planner

FROM: Jean Howard Mann, Owner and Managing Partner
Howard and Howard Ranch

Subject: **Response to the Draft Environmental Impact Report for the 2005 Ventura General Plan**

On behalf of the partners of the Howard and Howard Ranch, and also, of all the farmers in the Serra area, I would like A to take this opportunity to commend both Staff and the Consultants for a remarkable achievement in producing this EIR on the 2005 Draft Ventura General Plan. Having been an active citizen participant over the course of the past 5 years of this process, I am particularly gratified that so much attention was given to the issues of agriculture in the Ventura urban environment, and to the Serra area in particular.

We understand that Scenario 1 – Intensification/Reuse is the first priority of the General Plan and that further discussion of the potential expansion areas, identified as Scenarios 2-6, will be postponed until after the adoption and ratification of both the General Plan and the EIR has occurred on August 8th. As owners of commercial agricultural land within the Serra area, we support this approach. However, we also agree with the statement in the General Plan (page 3-10) that "even the most successful effort to achieve community planning goals through infill may need to be supplemented at some point by expanding into areas outside the city limits."

The Draft EIR has included the Serra area in two of the potential growth expansion scenarios, Scenario 2 (Intensification/Reuse + North Avenue + Olivas + Serra) and Scenario 4 (Intensification/Reuse + North Avenue + Serra). We are also aware that Staff has recommended "the North Avenue and Serra expansion areas as the top priority for development if future growth to the year 2025 cannot be met through infill development alone." (Attachment D – Long-Term Potential Expansion Strategy to the General Plan). We strongly support their recommendation.

This response to the Draft EIR addresses several major concerns, contradictions, and what we believe to be errors in the content of the document, particularly as they affect the discussion of the Serra area. These points are as follows:

LACK OF CONSISTENCY IN THE MAPS (FIGURES) INCLUDED IN THE DRAFT EIR SHOWING THE SERRA AREA

The First Assembly of God Church site at the corner of Montgomery Avenue and Bristol Road B

In November, 1999, this 25.59-acre parcel was removed from SOAR restrictions and pre-zoned to an R-1 Single Family zone with a subzone of R-1-1AC with the passage of Measure C the "First Assembly of God Land Initiative." (See Appendix F, Draft General Plan). In early 2004, the church submitted plans for the development of the site to the Community Development Department. Those plans, proposed to be built in several phases, include at least seven sports fields, a large church sanctuary, multiple other church buildings, two maintenance buildings, two concession buildings, an amphitheater, picnic areas, parking areas, and a jogging track. Although no further action has been taken by the church to proceed with this development, the plans are included in the City's Pending Project list.

Section 2.5.5 b. (pg. 2-31) of the Draft EIR states, "Currently planned and pending projects were taken from the City's Pending Projects list. These were assumed to occur".

Despite this stated assumption, only seven maps out of a total of 36 maps showing the Serra Expansion Area correctly show the First Assembly of God Church site removed from the Serra Expansion Area. One map includes the parcel as outside the City Limit boundaries (Figure 2-9) and is correct. Two other maps show this site as continuing in agriculture, so are possibly correct, despite the plans to urbanize this land in the near future. The remaining 26 maps erroneously include this parcel in the Serra Expansion Area and contradict the Draft's stated working assumptions and methodology of assuming pending projects to occur. Figure 4.2-3 (Greenbelts, Land Conservation Act Contracts, SOAR Designated Lands, and Hillside Voter Participation Areas) is particularly inaccurate, given that the church property has not been under SOAR since 1999. (Specific details of these maps are given below.)

On several occasions since 2000, I have requested the Community Development Department to change their maps to accurately reflect this change in the Serra area. I was assured that the General Plan would reflect this change: most maps presented in both the Draft General Plan and the Draft EIR do not. We believe that no accurate future growth planning of this area can be accomplished without an accurate report of the extent to which urban uses have and are encroaching upon commercial farmland under SOAR restrictions in Serra. We respectfully request that all maps in both the Draft General Plan and the Draft EIR be corrected to accurately depict the First Assembly of God Church site.

Maps *CORRECTLY* showing Serra *WITHOUT* the First Assembly of God Church site
(These maps are correct)

Figure 2-3 (page 2-17) Scenario 1 – Intensification/Reuse Only
Figure 2.4 (page 2-19) Scenario 2 – Intensification/Reuse + No. Avenue + Olivas + Serra
Figure 2.5 (page 2-21) Scenario 3 – Intensification/Reuse + No. Avenue + Olivas
Figure 2.6 (page 2-23) Scenario 4 – Intensification/Reuse + No. Avenue + Serra
Figure 2.7 (page 2-25) Scenario 5 – Intensification/Reuse + No. Avenue + Western Canada Larga
Figure 2.8 (page 2-27) Scenario 6 – Intensification/Reuse + No. Avenue + Poinsettia

Maps Showing 1st Assembly of God site in agriculture despite "Assumed" Development (These maps may be correct)

Figure 4.2-1 Lands in Agricultural Use
Figure 4.2-2 Important Farmlands

All Other Maps in the Draft EIR Showing the Serra Area *INCORRECTLY INCLUDE* the First Assembly of God Church site

VUSD Property (South of Ralston where it meets the Serra Area Agricultural Land) C

This ten-acre parcel is owned by the VUSD and is therefore under no SOAR restrictions. It can be developed at any time. Curiously, it appears on only one map in either the Draft General Plan or the Draft EIR as separate from the rest of the agricultural lands in the Serra Potential Expansion Area.

Figure 4.12-5 – Pedestrian System includes this parcel as a school-owned property, nestled in a corner of the Serra Potential Expansion Area (see the lilac colored square under the letters EX.)

More curious still, this area does not even appear as a school site on the following map Figure 4.11-3 –Public Schools and Libraries.

Figure 4.2-3 – Greenbelts, Land Conservation Act Contracts, SOAR Designated Lands, and Hillside Voter Participation Areas, inaccurately shows this area to be part of SOAR Designated Lands. It is not and has never been under SOAR restrictions.

Our concerns regarding this property are similar to those we have with the presentation of the 1st Assembly of God site as being part of the Serra Potential Expansion Area. Again, we believe that accurate reporting of the land designations and uses in this area are vital to responsible future growth planning. We respectfully request that all maps in both the Draft General Plan and the Draft EIR be corrected to accurately depict the VUSD property in the Serra Area.

TRANSPORTATION AND CIRCULATION – SECTION 4.12 D

This section of the Draft EIR includes a number of errors and omissions, as well as some proposed "roadway improvements" that directly contradict a primary goal of the 2005 General Plan "to protect our hillsides, farmlands and open spaces". Below is a discussion of those areas of particular concern, including the widening of Montgomery and Ramelli Avenues, the extension of Kimball Road and Ralston Street, and proposed Class II bikeways, any and all of which will remove farmland from the Serra Potential Expansion Area.

Widening of Ramelli and Montgomery Avenues

Ramelli Avenue borders existing SOAR farmland on the northwest section of the Serra Potential Expansion area and Montgomery Avenue borders existing SOAR farmland on the northeast section of Serra.

Common sense might dictate that both of these roads be widened as a consequence of increased urban development in the area, specifically that of the Community Park and the First Assembly of God Church site. However, if these roads are widened it will necessitate removing farmland currently under SOAR restrictions for the purpose of building the road improvements. These two roads will take land from three of the five remaining farmers in the Serra area. Hence, any discussion of changes to Ramelli and/or Montgomery is of great concern to those of us who own farmland in Serra.

Both the Draft General Plan (Figure 4-3 Roadway Classification Plan) and a number of maps in Appendix E graphically show the City's intention to widen both of these roads, under each and every scenario presented in the EIR. Yet, the EIR does not mention these roadway improvements anywhere else in the document, either in the text or in any table in the EIR or Appendix E to the EIR.

It should be noted that unless the Serra Potential Expansion Area is selected for growth expansion, the widening of Ramelli and/or Montgomery Avenues would be in direct conflict of the stated goal to "protect and preserve farmland". In the case of these two roadway improvements, farmland would be removed from production not only for the road itself, but also for any buffer that might be required by the County Agricultural Commissioner and the City. In addition to actual farmland lost from production, the additional encroachment of urban traffic in this area will only serve to exacerbate already serious ag/urban conflict issues.

It is impossible to know whether these the maps, showing the widening of these roads, have been printed in error, or whether there have been multiple omissions in not including these roadway improvements in the various tables in the Draft EIR and Appendix E to the Draft EIR. Regardless, this needs to be clarified and corrected before the final approval and ratification of this document. We respectfully request that this be done.

Appendix E Maps Showing the Widening of Ramelli and Montgomery

Figure 4-6 (page 4-13)	Roadway Classifications Scenario 1
Figure 4-8 (page 4-15)	Roadway Classifications Scenario 2
Figure 4-10 (page 4-17)	Roadway Classifications Scenario 3
Figure 4-12 (page 4-20)	Roadway Classifications Scenario 4
Figure 4-14 (page 4-22)	Roadway Classifications Scenario 5
Figure 4-16 (page 4-24)	Roadway Classifications Scenario 6

Tables for Scenarios 1-6 Which *Omit* the Widening of Ramelli and Montgomery

Table 4.12-4	Scenario 1	Appendix E – Table 3-2 (page 3-8)

Table 4.12-6	Scenario 2	Appendix E - Table 3-5 (pages 3-17,18)
Table 4.12-8	Scenario 3	Appendix E – Table 3-8 (pages 3-28,29)
Table 4.12-10	Scenario 4	Appendix E – Table 3-11 (pages 3-39,40)
Table 4.12-12	Scenario 5	Appendix E – Table 3-14 (pages 3-51,52)

Extensions of Kimball Rd. and Ralston St. in Scenario 5 (Intensification/Reuse + No. Avenue + Western Canada Larga)

E

The discussions of Scenario 2 (Intensification/Reuse + North Avenue + Olivas + Serra) and of Scenario 4 (Intensification/Reuse + North Avenue + Serra) include a Kimball Road extension from Telephone Road to North Bank Drive and a Ralston Street extension from Ramelli Avenue to Montgomery Avenue. Certainly, if either of these two scenarios is selected for future growth expansion, these two road extensions will be crucial to a well-planned development of the Serra area.

Discussion for Scenario 5 (Intensification/Reuse + North Avenue + Western Canada Larga), however also anticipates that new roadway links would include a "Kimball Road extension from Johnson Drive to Bristol Road" and a "Ralston Street extension from Ramelli Avenue to Montgomery Avenue" (Section 4.12 Scenario 5, page 4.12-63). We believe this to be an error for the following reasons:

1. A Kimball Road extension from Johnson Drive to Bristol Road would transect farmland in Serra that is supposed to remain in farmland under Scenario 5 until at least 2025.

2. The Transportation and Circulation Element of every General Plan since the early 1970's has included an extension of Kimball Road to Bristol Road, but never one from Johnson Drive to Bristol Road, so it begs the question whether this is really the intended extension.

3. A Ralston Street extension from Ramelli Avenue to Montgomery Avenue makes absolutely no sense in that it would horizontally bisect the northern portion of the Serra farmland when this area is supposed to remain in farmland under Scenario 5. It makes even less sense to extend Ralston Street, without also including the extension of Kimball Road from Telephone Road to Bristol Road.

4. **These road extensions are *INCLUDED* in the following discussion of Scenario 5:**
   Draft EIR Transportation and Circulation Scenario 5 text (page 4.12-63)
   Draft EIR Table 4.12-12 Roadway Improvements – Scenario 5 (page 4.12-67)
   Appendix E Table 3-14 Roadway Improvements – Scenario 5 (page3-52)
   Appendix E Table 3-15 2025 ICU Summary-Scenario 5. (page 3-56)

5. **These road extensions are *NOT INCLUDED* in the following discussion of Scenario 5:**
   Appendix E Scenario 5 Text related to roadway improvements (pgs. 3-45, 3-50)
   Appendix E Figure 3-14 2025 ADT Volumes – Scenario 5 (page 3-48)
   Appendix E Figure 3-15 2025 ICU – Scenario 5 (page 3-49)
   Appendix E Figure 4-14 Roadway Classifications – Scenario 5 (page 4-22)
   Appendix E Figure 4-15 ADT Volumes – Scenario 5 (page 4-23)

Given the conflicting information presented in the Draft EIR and the Appendix to the Draft EIR it is difficult to know if these two road extensions are planned under Scenario 5 or not. I recently spoke with a member of

Staff, who assured me that yes, indeed, these road extensions had been planned through Serra under Scenario 5, despite the fact that Serra is not included as a Potential Expansion Area under this scenario.

Therefore, in response to this EIR, **we must strenuously object to the extension of these two roads in particular, in any configuration, and also to the development of any roads that will transect and/or remove farmland that potentially will remain under SOAR restrictions and/or are designated Agriculture Only until at least 2025 in this General Plan.**

For five years I have argued in both oral presentations and written submissions to the CPAC, the Planning Commission, and the City Council that any road extensions or expansions through farmland that is expected to remain under SOAR restrictions should be removed or abolished from any growth development plan for Ventura. This is particularly true in the case of "roadway improvements", such as the Kimball and Ralston Road extensions discussed here and the widening of Ramelli and Montgomery discussed above.

To intentionally design urban incursion by road extensions that will subdivide what is left of already small islands of farms segregated in the Ventura urban area, while requiring those farms to remain as farms is to violate every goal, policy and action plan that calls for the protection and preservation of agricultural land. As stated above, in addition to actual farmland lost from production for these road extensions, the additional encroachment of urban traffic in this area will only serve to exacerbate already serious ag/urban conflict issues.

Either the citizens of Ventura want to preserve farmland, already completely encircled by urban development, or they don't. If they do, they must accommodate the farms they say they want to protect. If they want to realistically protect these "inner city" farms, they will have to deal with traffic congestion that might otherwise be accommodated by driving roads through what is now farmland. They will also have to learn to accept other inconveniences associated with having farms in the midst of the urban environment. If the citizens of Ventura do not wish to do these things, they must allow this farmland to be developed.

Therefore, we respectfully demand that the extensions of both Kimball Road and Ralston Street as described in Scenario 5 be deleted from the Traffic and Circulation section of the Draft EIR and also from Appendix E of the Draft EIR.

Class II Bike Lane as shown in the Serra Area F

A Class II Bike Lane is defined in Section 4.2 Transportation and Circulation 4.12.1 Setting d. Bicycle/Pedestrian Travel (page 4.12-15) as a "lane on a road that is reserved for bicycles. The lane is painted with pavement lines and markings and is signed. The lane markings decrease the potential for conflicts between

motorists and bicyclists. Bike lanes are one-way, with a lane on each side of the roadway between the travel lane and the edge or paving or, if parking is permitted, between the travel lane and the parking lane. The lanes are at least four feet wide, five feet if parking is permitted."

Both Figure 4-1 (Bicycle Facilities) of the General Plan and also Figure 4-12-4 of Section 4.12 Transportation and Circulation Figure show Class II Bike Lanes where there would be potential extensions of Kimball Road and Ralston Street.

Given that Class II Bicycle Lanes can only exist where there are developed roads, it would seems reasonable to suggest that these potential bikeways should only appear in those areas, and under those circumstances, in which those roads would be extended.

Therefore, while we encourage the use of alternative transportation, especially that of bicycles, we must object to the presentation in both the Draft General Plan and the Draft EIR of these Class II Bicycle lanes along presupposed extensions of Kimball Road (from Telephone Road to Bristol Road) and/or the extension of Ralston Street from Ramelli to Montgomery. Until and unless the Serra Area is selected as a Growth Expansion Area, it is inappropriate to identify bike lanes going through the area, without the confirmation of the development of the associated roads.

Consequences of the First Assembly of God Church Site Development G

As owners of one of the two SOAR-restricted agricultural properties that are adjacent to the First Assembly of God Church site in the Serra Area, we are incredibly concerned about the impact that the development of this site will have on our land, and also the other remaining farmlands in the Serra area. A Staff member assured me that the Church property had been evaluated and had been included in the EIR analysis as a "pending project".

Considering the contradictions and confusions in the Draft EIR Transportation and Circulation section, as presented above, we believe that there is some reason to be skeptical.

We are not traffic engineers, but it is difficult for us to believe that there will be no adverse or even increased traffic impact in the area considering the stated intentions of Church officials that this very intensely developed parcel will be in operation from 7 AM to10 PM seven days a week. Despite assurances, we cannot but believe that at least Montgomery Road will need to be widened (as has been shown in many maps, although not detailed in any text or tables – See Above). We also believe that Ralston Street will need to be analyzed for expansion, even though the EIR traffic studies would indicate otherwise.

AGRICULTURE

The Draft EIR does an exemplary job of describing the impacts of development accommodated under the 2025 General Plan on existing agriculture in the Ventura Area.

Description of Serra in Section 4.2.1 Agriculture Setting (page4.2-7) H

The description of Serra in the Draft EIR is incorrect in several respects, including crops currently in production, the proximity of residential development to existing farmland, and the absence of discussion of the First Assembly of God Church site and the UVSD parcel (discussed above) that abut farmland.

We suggest the following rewrite (*Italics used for new language*):

This 464-acre area is currently used *for lemon and avocado orchards and for row crops. Adjacent to the farmland on the north is residential development and Telephone Road. Across Telephone Road on the north are more* single-family homes and the new 100-acre community park that is *expected to open during the summer of 2005. To the east is low-density residential development, and to the west both low and medium density residential development. At the corner of Montgomery Avenue and Bristol Road is a 26-acre parcel that is no longer under SOAR restrictions and which is planned for development.* Commercial uses *are* to the southwest along Johnson Drive. The Santa Clara River is located along the southern boundary of this area. The Department of Conservation has classified the entire Serra Area as a mix of "Prime", "Statewide Importance", and "Unique".

Buffers

For a number of years, the commercial farmers operating within the SOI of Ventura have asked the City to adopt a buffer policy that would help, in some measure, protect our land from the effects of urban encroachment. We are delighted that the 2005 General Plan includes two Actions that provide buffer policy.

Action 7.24 in the General Plan states: "Require non-agricultural development to provide buffers of 50 feet or more from agricultural operations to minimize the potential for pesticide drift." This action is also included in the Draft EIR in Section 4.7 Hazards and Hazardous Materials (page 4.7-13).

Action 3.15 in the General Plan states "Adopt use permit standards for non-farm activities in agricultural areas that protect and support farm operations, including requiring non-farm uses to provide all necessary buffers as determined by the Agricultural Commissioner's Office." This action is not specifically included in the Draft EIR. We believe that it would be appropriate to include this Action in Section 4.2 Agriculture in the Draft EIR. We respectfully request that Action 3.15 be included. I

Portions of Land Not Developed in Scenarios 2-6 Allowed to Remain in Agriculture J

Throughout the Draft EIR, discussions of Scenarios 2-6 submit the possibility that in such cases where there is more land than necessary to accommodate growth, that "any development could include wide areas of open space that could either allow portions of the areas to remain in agriculture or allow for large areas of civic spaces (parks) ..." (Section 4.1 Aesthetic and Community Design, page 4.1-15).

It is important to stress that any urban development that is built adjacent to commercial agricultural lands is potentially threatening to the protection and preservation of those agricultural lands. Even with buffers

required as part of the design of the new urban development, natural conflicts will arise between the urban interests and the agricultural interests. A list of such conflicts is presented in Section 4.2 Agriculture (pages 4.2-7 and 4.2-8). While it is gratifying that this EIR recognizes such conflicts, it is also somewhat troubling that it is potentially proposing that if too much land exists in a selected scenario, that the City will build what it needs, while leaving the remaining agriculture to deal with the consequences of adjacent development.

We suggest that any Long-term Potential Expansion Strategy that is selected give careful consideration to attempting to avoid creating new and potentially destructive ag/urban conflicts.

K

Right-to-Farm Ordinances

Section 4.2.1 c of the Draft EIR discusses the Right-to-Farm Ordinance approved by the City in 1997. However the description of this Ordinance presented here does not include the disclaimer built into the Ordinance that it does not apply "if the agricultural activity, operation, or facility obstructs the free passage or use, in the customary manner of ...any public park, square, street, or highway." (Right-to-Farm Ordinance, Section 4162) (underlining for emphasis.)

Given today's litigious-happy society, we believe it is important for the City to consider these exceptions to the Right-to-Farm Ordinance before adopting any growth plan or policy that will require roads or parks to encroach on existing agricultural land.

CONCLUSION

We congratulate everyone involved in the preparation of this Draft Environmental Impact Report to the 2005 Ventura General Plan. It is an outstanding effort and accomplishment. The scope and detail required in the production of this document is truly impressive.

We hope that you will accept the comments and suggestions included in this response to the Draft EIR knowing that we offer them with the sole purpose of making an already remarkable document even better.

Respectfully submitted,

Jean Howard Mann
Owner and General Manager
Howard and Howard Ranch

Howard and Howard Ranch

1575 Montgomery Avenue Ventura, California

Mailing Address 15000 SW Scarlett Drive Tigard, Oregon 97224 (503) 521-1551

Members:
Sunkist Growers, Inc.
Saticoy Lemon Association
Calavo Growers of California

Owners:
Clyde Atkinson
Howard B. Atkinson
Diane H. Belding
Jean H. Mann

July 14, 2005

TO: Kari Gialketsis, Pricipal Planner
City of San Buenaventura
Community Development Department
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099

FROM: Jean Howard Mann, Owner and Managing Partner
Howard and Howard Ranch

Subject: **Response to the Draft Environmental Impact Report for the 2005 Ventura General Plan**

The following are additional corrections that should be made to the Draft EIR. I suspect that by now, most of these have probably been cleaned up for the Final version, but just in case, I offer them here.

Page iii	Under List of Figures, after Figure 2-8, add "Scenario 6" before Intensification/Reuse + North Avenue + Olivas
Page 4.2-18	At the end of the first paragraph under "Scenario 4 – Intensification/Reuse + North Avenue + Serra, the final sentence "In addition, about 24 acres within the Olivas area are under LCA contract" should be deleted. Olivas is not an expansion area studied under this scenario.
Figure 4.11-2	This map is labeled "Parks and Recreational Facilities". It should be renumbered to read Figure 4.11-4. Figure 4.11-2 appears earlier in the section as a map labeled "Wildfire Risk Areas"
Page 4.12-76	The heading at the top of the page reads "Scenario 6 – Intensification/Reuse + North Avenue + Olivas + Serra". This should be changed to read "Scenario 6 – Intensification/Reuse + North Avenue + Poinsettia".
Page 4.12-89	A graphic box should be added around the section TC-1.

Again, many kudos for a job well done.

Respectfully submitted,

Jean Howard Mann

Letter 11

COMMENTERS: Jean Howard Mann, Owner and Managing Partner, Howard and Howard Ranch

DATE: July 14, 2005

RESPONSE:

Response 11A

The commenter states support for the City's emphasis of intensification and reuse as the top priority for future growth as well as staff's recommendation that the North Avenue and Serra areas be the top priority for development if future growth through 2025 cannot be met through infill development alone. This support is noted.

Response 11B

The commenter states that there are inconsistencies on several maps, suggesting that some maps show the First Assembly of God Church site as within the Serra expansion area and that others of show the church as outside the Serra expansion area. All of the Draft EIR maps that depict the Serra expansion area include the First Assembly of God Church site within the expansion area. However, the commenter correctly notes that re-designation of the site has received voter approval and the site is no longer subject to the SOAR Ordinance. Therefore, although the First Assembly of God Church site is outside the current City boundary, it will be removed from the Serra expansion area. The maps throughout the Draft EIR will be revised to reflect this change, which will reduce the size of the Serra expansion area to an estimated 438 acres. This change will not substantively affect any of the Draft EIR conclusions, though the total acreage of agricultural land conversion for the Intensification/Reuse Only scenario will increase by about 26 acres and the amount of land subject to SOAR under Scenarios 2 and 4 will decrease by a similar amount. These changes will be made in the Final EIR.

Response 11C

The commenter notes that a 10-acre parcel south of Ralston Street is owned by the Ventura Unified School District (VUSD) and states an opinion that EIR figures should depict the site as a school and not subject to the SOAR Ordinance.

Figure 4.11-3 to which the commenter refers is intended to show existing school facilities, not merely VUSD-owned properties. Though owned by the VUSD, the site in question is currently used for agricultural production, not a school; therefore, no correction to Figure 4.11-3 is needed.

With respect to Figure 4.2-3, whether or not school district-owned properties are subject to local policies such as the SOAR Ordinance has been the subject of some debate. While it may be true that a public school could be developed without a SOAR vote, any other development on the property would be subject to a SOAR vote. For example, if the VUSD were to sell the property to a private developer (as has occurred with several other VUSD properties), development of

the site could occur only with voter approval. Because the 10-acre site in question could be subject to SOAR under certain circumstances, no correction to Figure 4.2-3 is needed.

Response 11D

The commenter states that there are inconsistencies between figures and tables in the EIR traffic study. Specifically, the comment states that several figures suggest that Ramelli Avenue and Montgomery Avenue are to be widened, but that accompanying tables omit the widening of those same roadways. Neither Ramelli Avenue nor Montgomery Avenue would be widened to add lanes or increase the road capacity. The widening that could potentially occur would be to add on-street park and/or sidewalks. However, such widening would only be expected to occur in conjunction with the possible future development of the Serra area.

Response 11E

The commenter states that there are inconsistencies in the Draft EIR with respect to whether or not the extensions of Kimball Road and Ralston Street would be implemented in conjunction with buildout of Scenario 5, which does not include the Serra expansion area. It is not anticipated that either Kimball Road or Ralston Street would be extended through the Serra expansion area under Scenario 5. The traffic modeling for that scenario did not assume the extension of either roadway. Any references to the extension of those two roadways for Scenario 5 contained in the Draft EIR will be corrected in the Final EIR.

Response 11F

The commenter states an opinion that figures showing the future extension of the bikeways through the Serra expansion area should be amended to exclude those extensions until and unless the Serra area is planned for development. In response to this comment, Figure 4-1 in the traffic study in Appendix E and Figure 4.12-4 in Section 4.12, *Transportation and Circulation*, will be amended to include a note indicating that bikeways through agricultural or open lands would be constructed only in conjunction with development of the area.

Response 11G

The commenter states concerns about the impact of the First Assembly of God Church site development on remaining agricultural lands and re-states concerns about the possible future expansion of Montgomery Road and Ralston Street. Agricultural/urban conflicts are discussed generally in Section 4.2, *Agricultural Resources*, and it is acknowledged that conflicts between the agricultural growers in the Serra area and adjacent urban uses may persist if the Serra area remains in agricultural use. The specific impacts of the First Assembly of God Church site on adjacent agricultural lands would need to be addressed as part of a site-specific environmental review of the church's development plans. See Response 11D for a response to concerns about the possible future widening of Montgomery Avenue. No widening of Ralston Street is planned.

Response 11H

The commenter suggests several clarifications with respect to the discussion of the Serra expansion area in Section 4.2, *Agricultural Resources*. In response to this comment, the paragraph describing the Serra area on page 4.2-7 is revised as follows (text revisions are underlined):

> *Serra. This 438-acre area is currently used for lemon and avocado orchards and for row crops. Adjacent to the farmland on the north are residential development and Telephone Road. Across Telephone Road to the north are more single family homes and the new 100-acre community park that is currently under construction. To the east is low density residential development, and to the west are both low and medium density residential development. At the corner of Montgomery Avenue and Bristol Road is a 26-acre parcel that is no longer subject to the SOAR Ordinance and that is planned for development. Commercial uses are to the southwest along Johnson Drive. The Santa Clara River is located along the southern boundary of this area. The Department of Conservation has classified this area as a mix of "Prime," "Statewide Importance," and "Unique" farmland.*

Response 11I

The commenter requests that General Plan Action 3.15 pertaining to requiring non-farm uses to provide necessary buffers between agricultural and urban uses be included in the Final EIR. Action 3.15 is discussed in two separate places in the Draft EIR, on pages 4.2-16 and 4.2-22.

Response 11J

The commenter states concerns about what she perceives as a proposal in the Draft EIR to develop only as much of the expansion areas as needed, while leaving remaining agriculture to deal with the consequences of adjacent development. The Draft EIR is not proposing that portions of the expansion areas should be left in agricultural use, but rather merely acknowledges that, depending upon the level of development that is proposed in the expansion areas in the future (if any), all of the expansion area land may not be needed to accommodate planned development. In such an instance, remaining land not used for development could potentially remain in agriculture, but could also be used for other purposes (such as schools, parks, or other civic spaces). It is true that if only a portion of the Serra area, for example, were used for urban development, the remaining growers within the Serra area would be further isolated and would likely experience greater levels of conflict with urban uses.

Response 11K

The commenter notes that the City's Right-to-Farm Ordinance provides exceptions when agricultural activity obstructs the use of a public park, square, street, or highway. This exception is noted. As discussed under Responses 11E and 11F, no extensions of roadways or bikeways through the Serra expansion area would be expected to occur until and unless that area is planned for development.

Response 11L

The commenter notes five minor typographical errors in the Draft EIR. These will be corrected in the Final EIR.

July 15, 2005

Kari Gialketsis, Principal Planner
City of San Buenaventura
501 Poli Street
Ventura, CA

12

DELIVERED VIA E-MAIL & FAXCIMILE

RE: San Buenaventura City General Plan EIR

Dear Ms. Gialketsis:

On behalf of the approximately 500 companies and their representative employees who make up the Greater LA/Ventura Chapter of the Building Industry Association of Southern California, thank you for the opportunity to comment on the City of Ventura's proposed 2005General Plan and its accompanying Environmental Impact Report.

While the General Plan document is quite benign, we believe the "devil is in the details" of the almost 1000 page EIR. It is this document that will serve as the true guideline when questions or concerns arise. While we respect Ventura's efforts to seek the highest environmental standards that arise due to construction; we have concerns with some aspects of the proposed EIR. These concerns include the air quality standards, population growth, standards on public services, transportation and road construction, and utilities and services.

I. AIR QUALITY

A

The EIR uses numbers based on SCAG projections. The SCAG projections are lower than the city's; thus, every project becomes an unavoidable significant impact. The Air Quality thresholds (and population thresholds) should be consistent with the city's chosen alternative. The EIR should be revised once the city chooses its population limit so that development within that limit is not determined to create an unavoidable significant impact.

II. POPULATION AND HOUSING

B

The preferred environmental alternative, infill and intensification of reuse only without expansion areas, sets a limit of 8258 units of residential housing up until the year 2025. It is our thought that this number might be too low, not taking into account the maximum use of underdeveloped properties throughout the city.

III. PUBLIC SERVICES

C

It is in this section that we have the most concerns. The city has been using very high standards for parkland per 1000 residents, as well as for police and fire. The question should be asked "are these standards realistic?" Has the city ever met these standards during the previous general plan? If these arbitrary standards are carried over, then they should be evaluated against reality, and lowered where appropriate. This will avoid having every project in conformance with the plan have an unavoidable significant impact. These unattainable ratios will be the basis for new fees on development. The EIR must be made clear that new development does not pay for existing deficiencies, just the impacts of the new residents only. Parks take a significant role in this chapter.

The standard for a neighborhood park of 5 acres is arbitrary and outdated, again the same as in earlier General Plans. The BIA requests that the 5-acre standard be removed.

Fire services are another area in which the BIA has concern. All new residential construction requires fire sprinklers. This standard should be sufficient to help mitigate the need for additional fire personnel at least that of which is to be paid for by new development.

We are also concerned with the standards put forward on public schools. Is there a demographic analysis that takes into account the aging population?

IV. TRANSPORTATION AND CIRCULATION D

We would like to request an addition to the EIR that states, "All future roadway, bikeway, and pedestrian path alignments are shown for illustrative purposes only. Exact alignments will be determined during project review." Some of these alignments are carried over from the 1975 plan, and may not reflect the most current topography or development which has since taken place. The city must maintain design flexibility, and avoid the duplicative process of a general plan amendment for road location on projects which conform to land use and other elements.

V. UTILITIES AND SERVICES E

In this section there is a breakdown of new residential units and other construction by neighborhood. This breakdown is used for water and wastewater analysis only. The BIA feels the breakdown should be for illustrative purposes only; otherwise, a permanent breakdown will be adopted as part of the EIR, and will pre-ordain the RGMP process, and leave little discretion for decision makers.

While the General Plan update process has been quite lengthy, the BIA thanks the City of San Buenaventura for allowing us to be part of the discussion to date. As the City of Ventura focuses on streamlining their development processes, we welcome the opportunity to continue to be a part of the collective and collaborative processes which will someday result in an easier development process for our members to navigate.

Thank you once again for the opportunity to provide comments. Please feel free to contact me at 661-257-5042 or tdonlon@bialaventura.org if you have any questions or comments. Please note that in the last few weeks we have moved offices, we are now located at 28460 Avenue Stanford, Suite 110, Santa Clarita, CA 91355.

Sincerely,

Terra Donlon
Director of Government Affairs

Cc: Mr. Brian Brennan, Mayor
San Buenaventura City Council Members
Mr. Rick Cole, City Manager
Susan Daluddung, Community Development Director

Letter 12

COMMENTER: Terra Donlon, Director of Government Affairs, Building Industry Association

DATE: July 15, 2005

RESPONSE:

Response 12A

The commenter notes that the EIR uses numbers based on SCAG projections and suggests that the EIR should be revised once the City chooses a population limit so that future developments would not create unavoidably significant impacts. The population growth estimates included in the Draft EIR were directed by the City Council and are not purported to be a "limit". Because the projected citywide growth through 2025 based on the Council-directed growth rates exceeds the SCAG/Ventura County AQMP growth forecast for the City, any of the EIR scenarios could be found to be inconsistent with the AQMP. However, as noted in the Draft EIR and in the comment letter from the Ventura County Air Pollution Control District (Letter 27), the 2007 AQMP will include revised growth forecasts that will take into account the City's growth projections under the 2005 General Plan. As such, future developments that are consistent with the 2005 General Plan will likely be found to be consistent with the new AQMP.

Response 12B

The commenter states an opinion that the 8,258 residential units assumed to be added to the City through 2025 under Scenario 1 may be too low. This opinion is noted. The 0.88% average annual growth rate assumed for Scenario 1 represents the average annual rate of growth that has occurred in the City over the past 10 years (1994-2004) and as stated in 12A above, were directed by City Council to use as estimates.

Response 12C

The commenter disagrees with the standards for parks, fire service, and schools that are discussed in Section 4.11, *Public Services*. The park acreage standards presented in the Draft EIR are the currently adopted City standards, while the fire service standards are those provided by the Ventura Fire Department. Similarly, the projected number of new students associated with growth through 2025 is based on students per housing unit generation rates provided by the Ventura Unified School District. The Draft EIR differentiates between existing deficiencies based upon currently adopted standards and the demands for increased service associated with new development. New developments will be subject to existing park and school impact fees, which are intended to offset the demands associated with new developments rather than to alleviate existing deficiencies. Any new fire impact fees that the City may develop in the future would similarly be designed to have new developments offset the cost of providing facilities to serve the new development rather than to address existing deficiencies. It should be noted that existing impact fees for schools and parks, as well as any possible future impacts fees for other services (such as fire protection), can be used only for facilities and equipment, not for personnel.

Response 12D

The commenter requests that maps showing future roadway, bikeway, and pedestrian path alignments be amended to include a note indicating that the alignments shown are for illustrative purposes only and that final alignments will be determined during project review. These maps will be amended to include such a note in the Final EIR and General Plan.

Response 12E

The commenter requests that the breakdown of uses by location within the City in several tables in Section 4.13, *Utilities and Service Systems*, should include a note stating that the breakdown is for illustrative purposes only and that the actual amount of development within individual areas of the City may vary. The tables in Section 4.13 will be amended to include such a note in the Final EIR.

RANCHO CAÑADA LARGA

13

staff copy submitted 6/25/05 copies given to CC per Mr. Bonsall

June 25, 2005

City of Ventura 2005 General Plan Update Draft E.I.R.
City Council & Planning Commission Joint Workshop#2
Review of the Draft E.I.R.

Re: **General Plan Scenario 5: Intensification/Reuse + North Avenue + Western Canada Larga**

Dear Council Members & Commissioners:

Thank you for today's opportunity to address you with my comments Concerning the City's 2005 General Plan Update Draft Environmental Impact Report. Unfortunately, speaker time does not permit me to fully comment on all of the issues raised in the analyses of General Plan Scenario 5. I will submit all of my written comments by the conclusion of the 45-day review period July 18, 2005.

Today, I submit for your consideration a letter and maps concerning watershed flood plain issues not addressed in the document's "Upper North Avenue District Housing" Alternative. This Alternative is a variation of General Plan Scenario 5 relating to the Brooks Campus expansion and the Petrochem Refinery residential reuse. The attached County G.I.S. maps illustrate those sites to be substantially within the 100 year flood plain of Canada Larga Creek.

I will limit my oral comments to 3 issues raised in the Environmental Impact Report analyses of General Plan Scenario 5, which includes the Westernmost 120 acres portion of the original 800 acre P.E.A. #1 Canada Larga. Those issues are Density, Guidelines for Orderly Development and Farmland Conversion.

Thank you,

Shull Bonsall, Jr.
Rancho Canada Larga

VENTURA COUNTY
WATERSHED PROTECTION DISTRICT

PUBLIC WORKS AGENCY
RONALD C. COONS
Agency Director

Jeff Pratt
District Director

Peter Sheydayi
Design/Construction

Sergio Vargas
Planning/Regulatory

Tom Lagier
Operations/Maintenance

Lowell Preston, Ph.D.
Water Resources Division

June 23, 2005

Mr. Shull Bonsall, Jr.
Rancho Canada Larga
#1 Canada Larga Road
Ventura, CA 93001

Subject: SUMMARY OF CANADA LARGA CREEK FIELD TRIP ON JUNE 2, 2005

Dear Mr. Bonsall:

The Canada Larga watershed is located about 5 miles north of the City of Ventura and has a catchment area of about 12,311 acres (19.24 square miles). Current land usage of the watershed are mostly natural woodlands and grass lands with cattle grazing. Canada Larga Creek is one of the two largest tributaries of Ventura River. A preliminary hydrologic study indicates that the 100-year peak flood flow discharge at the confluence with Ventura River is about 13,386 cubic feet per second (cfs).

In January and February of 2005, two major storms struck Southern California and resulted in over-bank flooding of Canada Larga Creek (approximately 40-year return period), causing damages to properties, agriculture and infrastructures; especially at the lower reach of Canada Larga Watershed.

To better understand the issue in Canada Larga Watershed, the District engineers, Sergio Vargas, Denny Tuan and Yunsheng Su, visited the site with you on June 2, 2005. This letter summarizes the findings of that field trip:

1. Lower reach of the Canada Larga Watershed is subject to frequent flooding. It is caused not only by undersized channels and road crossings, but also by the excessive amount of debris and sediment.

2. The District has identified the needs to address the issues, and a project is proposed in our Integrated Watershed Protection Plan (20-year plan). However, the present benefit-cost ratio does not rank a higher priority than other urgently needed District facilities improvements.

3. You mentioned that the Brooks Institute Camp Expansion project is under planning downstream of HWY 33, and that a land development project might be planned upstream of HWY 33 in the future. Should there be funding opportunities due to future land developments, the District can provide information, mapping, and engineering expertise in a watershed-wise evaluation for solutions of flood control, water quality and habitat restoration.

4. You explained your concept for a potential detention/debris basin. However, before any conclusion is reached, watershed-wise hydrology, hydraulics, and sediment transport studies have to be conducted to evaluate the baseline (existing) and the proposed conditions.

We appreciate the opportunities to work with you. Please feel free to give me a call at 805-650-4077 if you have any questions.

Sincerely,

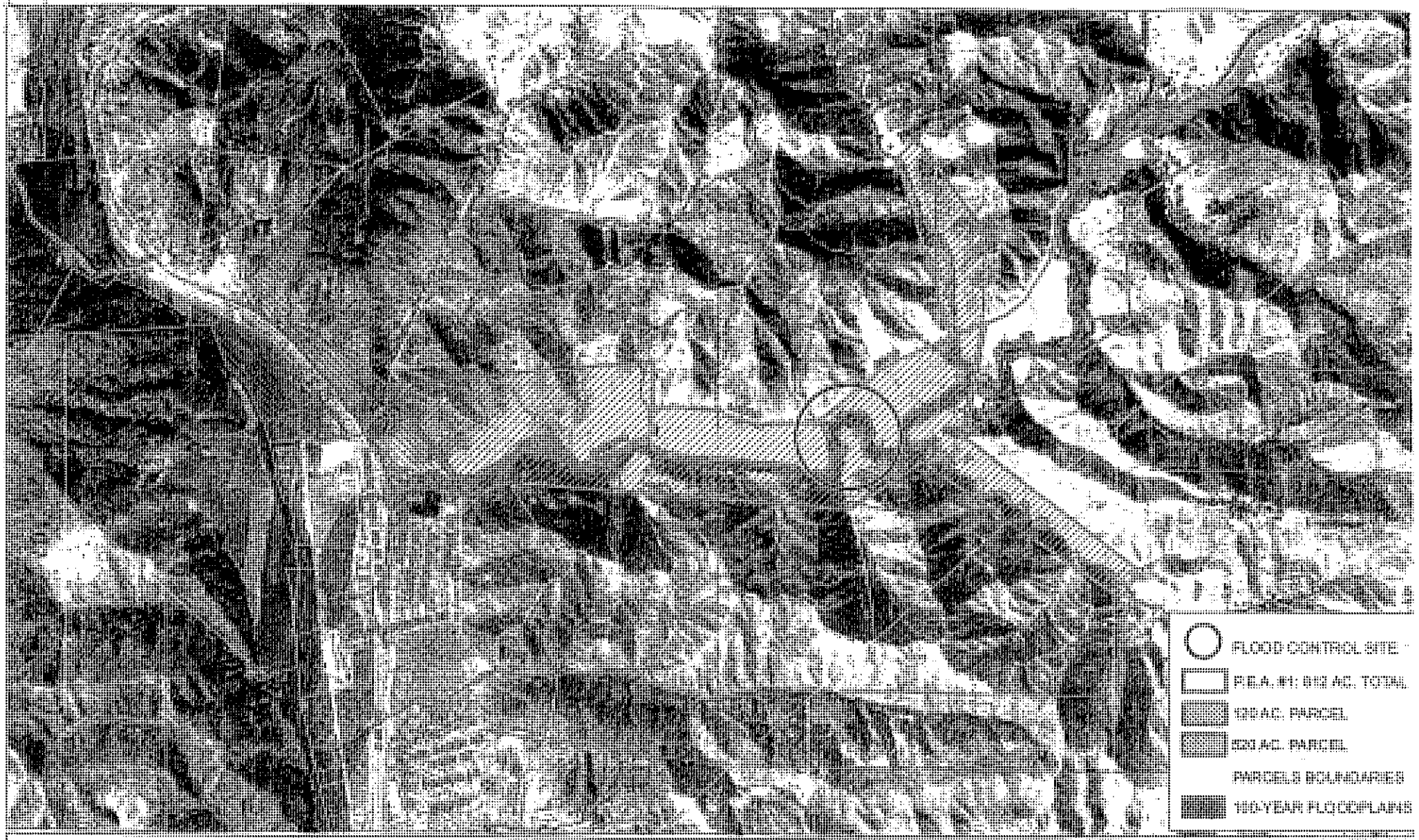
Sergio Vargas, P.E.
Deputy Director

SV:ys:ahK:\PR\planning\Angela\letter-canada-larga-06-21-05 #2.doc

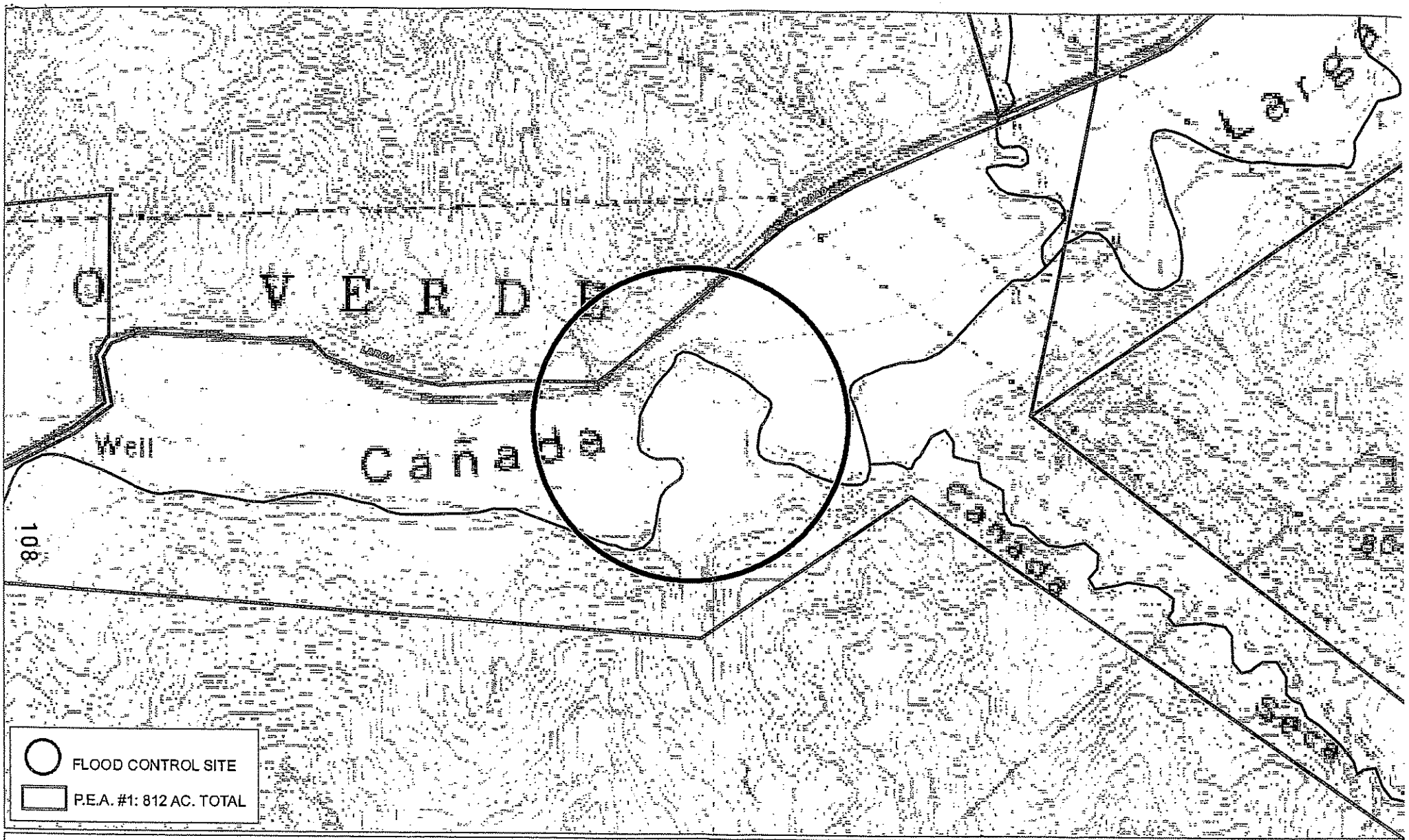
cc: Denny Tuan
Yunsheng Su

MAPPING SERVICES - GIS

E.I.A. PETROCHEM, BROOKS
& CANADA LAMBA P.E.A. #1
AERIAL PHOTO, PARCELS & FLOODZONES



U.S.A. PETROCHEM, BROOKS CAMPUS & CANADA LARGA P.E.A. #1
AERIAL PHOTO, PARCELS & FLOODZONES



VENTURA COUNTY, CALIFORNIA
RESOURCE MANAGEMENT AGENCY
MAPPING SERVICES - GIS

FLOOD - SEDIMENT - DEBRIS CONTROL SITE
CANADA LARGA CREEK

1 INCH = 500 FT.

0 500 1,000 Feet

Source: Ventura and Saticoy U.S.G.S.
1:24,000 7.5 Minutes Topographic Quadrangles
Contour Interval: 25 feet

N

Letter 13

COMMENTER: Shull Bonsall, Jr., Rancho Cañada Larga

DATE: June 25, 2005

RESPONSE:

The commenter attaches a letter from the Ventura County Watershed Protection District, which addresses flooding issues in the Upper North Avenue district and notes that portions of the Brooks Institute campus and Petrochem refinery are within the 100-year flood zone. The commenter is correct that portions of the Upper North Avenue area is within the 100-year flood zone. This is discussed in Section 4.8, *Hydrology and Water Quality*. Any development within the 100-year flood zone would be subject to FEMA requirements as well as the requirements of the City's Floodplain Ordinance. In order to clarify the flooding potential as it relates to the Upper North Avenue District Housing alternative, the discussion under "Hydrology and Water Quality" for that alternative on page 6-15 will be amended to read as follows (new text is underlined):

> *Residential development within the Upper North Avenue District would be within the 100-year flood zone and would therefore be subject to the requirements of FEMA and the City's Floodplain Ordinance. Placing residential development within the Upper North Avenue district adjacent to the Ventura River would incrementally increase the potential for water quality impacts within the river. However, possible impacts could be addressed on a case-by-case basis through compliance with standard engineering practices and runoff control requirements. Overall, hydrology and water quality impacts would be somewhat greater than those associated with 2005 General Plan Scenario 5, but could be reduced to a less than significant level.*

VENTURA AUDUBON SOCIETY, INC.
P.O. Box 24198 Ventura, CA 93002 www.VenturaAudubon.org

14

July 17, 2005

CITY OF SAN BUENAVENTURA
JUL 18 2005
COMMUNITY DEVELOPMENT

Ms. Kari Gialketsis
City of San Buenaventura
Community Development Department
501 Poli St.
Ventura, CA 93001

Dear Ms. Gialketsis,

Thank you for the opportunity to comment on the Public Review Draft of the Ventura General Plan, May 24, 2005 and the associated Draft EIR. The Ventura Audubon Society has the following concerns.

The General Plan asserts that there is an intention to preserve the essential nature of our community. Specifically in Policy 1B it states that the City wishes to increase the area of open space protected from development impacts. The proposed expansion areas for development will significantly decrease the area of open space and we are opposed to this action. A

Agricultural open space does have some wildlife value. In the case of row crops; e.g. most of the proposed Olivas expansion, the wildlife value is very low, but in the other proposed expansion areas that contain orchards there is a medium level of wildlife value. Orchards provide cover and food, from associated insects, for many bird species. Virtually all of the proposed expansions are either in SOAR designated areas or are in designated Land Conservation Act Contracts and we feel that they should remain as open space.

Action 1.8 states: "Buffer barrancas and creeks that retain natural soil slopes from development with a minimum of 50 feet of natural existing or restored vegetation." We feel that this may encourage removal of existing riparian forests (consisting of Cottonwood, Willow, White Alder and Sycamore trees) that are wider than 50 feet adjacent to watercourses. The loss of Riparian Forest is the cause of the significant decline of many bird species, e.g. Yellow-billed Cuckoo and Southwestern Willow Flycatcher that are dependent of this habitat. This action should be amended to require preservation of wider existing areas of Riparian Vegetation. B

Action 1.11 states: "Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible." We feel this should be amended to require a level of "no net loss" of either sensitive wetlands or 'natural' coastal areas. C

Policy 1C states: "Improve protection for plants and animals." Within this policy, Action 1.18 states: "Prohibit dredging during fish spawning and bird migration cycles." This action is sufficiently vague to render it not useful. Does it apply to inland or coastal dredging? Western Snowy Plovers and California Least Terns nest on local beaches outside of normal bird migration times of the year and would be adversely impacted by dredging operations during that time. Which fish species are to be protected? The Ventura Port District often discharges dredge material into the ocean at the mouth of the Santa Clara River during the winter. This would not affect Tidewater Gobys but may impact Steelhead Trout wishing to migrate up the river. D

We are thankful that the City of Ventura has an attitude of environmental concern that is translated into day to day concerns by City staff. We look forward to working with the City in the future to preserve and protect the existing wildlife habitats that make Ventura a desirable place to live and work. We look forward to receiving your written responses to our comments. Please feel free to contact me at (805) 644-9344 if you have questions about our comments.

Sincerely yours,

Reed V. Smith
Board Member, Science Chair
Ventura Audubon Society

Letter 14

COMMENTER: Reed V. Smith, Board Member, Science Chair, Ventura Audobon Society

DATE: July 17, 2005

RESPONSE:

Response 14A

The commenter states opposition to the inclusion of any of the expansion areas in the 2005 General Plan, noting that agricultural open space has some wildlife value. This opposition is noted. City staff are currently recommending adoption of the "Intensification/Reuse Only" scenario, which includes none of the expansion areas.

Response 14B

The commenter suggests that buffers around riparian areas should be larger than the 50 feet identified in General Plan Action 1.8. This opinion is noted. The 50-foot buffer is a minimum requirement for new development adjacent to riparian areas. City staff believe that this is an appropriate minimum buffer area given the urban/suburban nature of the Planning Area. The 50-foot buffer is consistent with that adopted by many cities throughout California. If a larger buffer is needed in specific locations in order to address potentially significant impacts to a riparian corridor, then such a buffer can be required on a case-by-case basis.

Response 14C

The commenter suggests amending General Plan Action 1.11 to require no net loss of wetland and coastal areas. In response to this comment, Action 1.11 will be amended to read as follows (new text is underlined):

> *Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" coastal areas.*

Response 14D

The commenter suggests that Action 1.18 regarding the timing of dredging should be modified to be more specific as to what type of dredging is being addressed and when dredging may occur. In response to this comment, Action 1.18 will be replaced with the following:

> *Action 1.18: Conduct coastal dredging in accordance with the U.S. Army Corps of Engineers and California Department of Fish and Game requirements in order to avoid impacts to sensitive fish and bird species.*

RECEIVED
JUL 18 2005
Community Development
PLANNING DIVISION

15

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

14 July 2005

Ms. Kari Gialketsis
City of San Buenaventura
Community Development Department
501 Poli Street
PO Box 99
Ventura, CA 93002-0099

RE: SCAG Comments on the Draft Environmental Impact Report (DEIR) for the 2005 Ventura General Plan
SCAG No. I 20050363

Dear Ms. Gialketsis:

Thank you for submitting the Draft Environmental Impact Report for the 2005 Ventura General Plan to the Southern California Association of Governments (SCAG) for review and comment. SCAG's responsibility as the region's clearinghouse per Executive Order 12372 includes the implementation of California Environmental Quality Act (CEQA) §15125 [d]. This legislation requires the review of local plans, projects and programs for consistency with regional plans.

SCAG staff has evaluated your submission for consistency with the Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and the Compass Growth Vision. The Draft EIR addresses SCAG's policies and forecasts appropriately and has provided sufficient explanation of how the project helps meet and support regional goals. Based on the information provided in the DEIR, we have no further comments. We would appreciate notification of the Final EIR, especially should a change in project scope occur.

A description of the proposed Project was published in the June 1-15, 2005 Intergovernmental Review Clearinghouse Report for public review and comment.

If you have any questions, please contact me at (213) 236-1851. Thank you.

Sincerely,

Brian Wallace
Associate Regional Planner
Intergovernmental Review

DOCS # 112177v1

Letter 15

COMMENTER: Brian Wallace, Associate Regional Planner, Southern California Association of Governments

DATE: July 14, 2005

RESPONSE:

The commenter states that the Draft EIR appropriately addresses SCAG's policies and forecasts. No response is necessary.

16

Ventura Citrus Properties, Inc
2325 Vista Del Mar Dr.
Ventura, CA 93002

Kari Gialketsis
Principal Planner
Planning Department
501 Poli St.
Suite # 205
Ventura, CA 93002-0099

RE: Draft Environmental Impact Report #SCH2004101014
City of Ventura General Plan Amendment Update 2005

Dear Ms Gialketsis:

As an interested property owner, we have reviewed the Draft Environmental Impact Report (DEIR) and General Plan Update. Overall, we are quite impressed with the new direction the City is taking.

In reviewing the Land Use Section of both the DEIR and General Plan Update, we agree with the City's proposed land use designation for high density residential on our property.

We would like to make the following comment regarding the DEIR:

- Transportation and Circulation Element – Many of the Exhibits show specific alignments for proposed bikeways and streets. We believe that it would be appropriate to note within the DEIR that these alignments are for illustrative purposes only. We feel that the City should retain the flexibility to adjust these alignments and locations as projects are developed.

We hope that the City incorporates our comment in the Final Environmental Impact Report.

Sincerely,

William M. Borgers
Vice President

Cc Rick Cole – City Manager
Susan Daluddung – Community Development Director
Lisa Porras – City Planner
Rincon Environmental

Letter 16

COMMENTER: William M. Borgers, Vice President, Ventura Citrus Properties, Inc.

DATE: Not dated

RESPONSE:

The commenter suggests that maps depicting road and bikeway alignments be amended to clarify that the locations shown are for illustrative purposes and that final alignments will be determined during project review. These maps will be amended to include such a note in the Final EIR.

June 27, 2005 SUSAN DALLDORF 17

Memo of Buz Bonsall's 3-minute public comments at the June 25, 2005 City Council/Planning Commission Workshop #2

Re: City of Ventura 2005 General Plan Update Draft E.I.R.

- **Achieving the Vision** A

Cañada Larga was the only one of what ultimately became 12 P.E.A.s to be specifically called out for in the March 2000 Vision document. Had the original 800 acre P.E.A. #1, Cañada Larga, been studied in this Draft E.I.R., there would be plenty of excess acreage for Open Space, Parkland and School land use which were found lacking in Scenario 5: Intensification/Reuse – North Avenue + Western Cañada Larga. All or part of that acreage is still available for those purposes.

- **Density** B

Assigning 1700 housing units to the roughly 80 usable acres of the 120 Acre Western Cañada Larga Expansion Area is a totally unrealistic density for this semi-rural area, making for unrealistic impacts. I would not want 1700 units on the entire original 800 Acre P.E.A. much less on the reduced acreage. A 3-digit number would be more appropriate for the land in either case.

- **Guidelines for Orderly Development** C

In the potential Class 1, Unavoidably Significant Impacts of "Guidelines for Orderly Development Inconsistency," my conversations with Everett Mallais and Kim Uhlich of L.A.F.C.O. lead me to believe this is an error. They say Scenario 2 and 3 would have the same impacts if looked at the same way as Scenario 5 or there would be no inconsistency with all three Scenarios 2, 3 & 5. They will make their comments.

- **Farmland Conversion** D

I refer you to Table 4.2-1 on Page 4.2-2. The 120 Acre Western Cañada Expansion Area has no Prime Farmland, Statewide Importance Farmland or Unique Farmland 0 acres total. This is also true for the original 800 acre P.E.A. All but 15 unusable riverbed and flood plain acres of the Cañada Larga Expansion Area, 120 acres or 800 acres, does not require a City S.O.A.R. vote to be utilized. I would direct you to the Ventura County Office of Agricultural Commissioner's letter in the Appendix A commenting on the Revised Notice of Preparation quote: "In reviewing the alternative P.E.A.s under consideration we have the following observations:....Alternative #3 appears to be most in keeping with all the stated policies and goals of both the City and the County of Ventura. This Scenario requires minimum expansion of Sphere of Influence. Limited removal of Prime Agricultural soils and Lands protected under S.O.A.R. and provides direction for growth to 2025."

In the revised NOP, the referenced Alternative #3 is now Scenario 5: Intensification/Reuse + North Avenue + Western Cañada Larga in this E.I.R. document. Cañada Larga has no Farmland Conversion by itself.

Thank you.

BUZ

Letter 17

COMMENTER: Buz Bonsall, Rancho Cañada Larga

DATE: June 27, 2005

RESPONSE:

Response 17A

The commenter notes that the 800-acre Cañada Larga area includes sufficient acreage to accommodate open space, parks, and schools. It is correct that the 800 acres included in the original Cañada Larga area considered by the CPAC, Planning Commission, and City Council would likely include sufficient acreage to meet school and park demands associated with development of the area.

Response 17B

The commenter states an opinion that the 1,700 residential units assumed for the Western Cañada Larga expansion area included in EIR Scenario 5 is unrealistic. The density assumed in the Draft EIR was directed by the City Council. City staff agree that the density assumed is not realistic; therefore, an alternative that reduces the density for the Western Cañada Larga and North Avenue expansion areas as compared to Scenario 5 was included in Section 6.0, *Alternatives*. That alternative, known as the "Upper North Avenue District Housing" alternative would replace some of the development assumed for the Western Cañada Larga expansion area with additional development in the Upper North Avenue district.

Response 17C

The commenter suggests that the conclusion regarding an inconsistency of the Western Cañada Larga area with respect to the Guidelines for Orderly development is an error. In its comment letter on the Draft EIR (Letter 3), the Ventura LAFCO suggested that inclusion of the Western Cañada Larga within the City's sphere of influence at this time would be inconsistent with the Guidelines for Orderly Development since that area is not contiguous with the current City limit. The LAFCO also suggests that development of the North Avenue expansion area may be inconsistent with the Guidelines for Orderly Development since it is not contiguous with the City boundary and, therefore, may not be annexed at this time. The LAFCO notes that annexation of the Olivas area (which is included in Scenarios 2 and 3) would not conflict with the Guidelines for Orderly Development. It should also be noted that, in response to the LAFCO letter, portions of the EIR Project Description and Section 4.14 were re-written to clarify how and when boundary adjustments may occur in the future and how the General Plan relates to future boundary adjustments. Because no boundary adjustments are being sought by the City at this time and it is presumed that future boundary adjustments would be sought only at such time as they could be found to be consistent with applicable State and LAFCO policies, the impact with respect to consistency with LAFCO policy has been changed to Class III, less than significant, for all scenarios.

Response 17D

The commenter notes that the Western Cañada Larga expansion area does not include any important farmlands and that the Agricultural Commissioner's Office has stated an opinion that Scenario 5 appears to be most in keeping with the policies of the City and County (note that the current Scenario 5 was called Scenario 3 in the Notice of Preparation). As discussed in Section 4.2, *Agricultural Resources*, it is correct that the Western Cañada Larga expansion area does not include any farmland designated as Prime, Statewide Importance, or Unique.

USA PETROLEUM CORPORATION
905 Rancho Conejo Blvd. Newbury Park, CA 91320-1716
(805) 214-9200 FAX (805) 214-0925

18

July 18, 2005

CITY OF SAN BUENAVENTURA
JUL 18 2005
COMMUNITY DEVELOPMENT

Ms. Kari Gialketsis, Principal Planner
City of San Buenaventura
Community Development Department
501 Poli Street
Ventura, CA 93002-0099

Subject: City of Ventura
2005 General Plan Draft Environmental Report

Dear Ms. Gilaketsis:

A

We appreciate the opportunity to provide you with our comments on the City's Draft Environmental Impact Report (DEIR) for the City's proposed 2005 General Plan. The DEIR is well written and comprehensive.

We have focused our comments on the DEIR's analysis of the future development potential of the Upper North Avenue District (UNAD). The comments are offered in the spirit of ensuring that there is adequate flexibility in the General Plan's land use designation of "Industry" to allow a mixed-use project to be considered for the expansion of the Brooks Campus and adjacent area and to be found consistent with the City's 2005 General Plan. We are seeking to protect the potential that we believe exists for the City to realize numerous land use and economic objectives in the UNAD should it be annexed in the near future.

A conceptual plan, known as the *Village at Crooked Palm*, has been under development and would result in expansion of the Brooks Institute, the creation of an urban village, and the remediation and reuse of the former USA Petrochem site. With respect to this potential project in the UNAD, the City's Economic Development Strategy document (adopted on April 25, 2005) describes its potential to "*...transform the upper North Avenue area from an industrial ghost town to a dynamic economic engine....*" and proceeds to state that:

> *Setting the groundwork for project entitlement will be the City's primary focus for the next few years. Critical to the effort is site remediation, resolving outstanding land use issues that allow consistency with the General Plan update, and future annexation to the City (page 5).*

To this end, the following comments reflect a desire to ensure that the groundwork is clearly established within the 2005 General Plan. We want to ensure that the opportunity is not lost to facilitate the City's future ability to consider an urban village concept within the UNAD and find it consistent with its newly adopted General Plan and the City's Economic Development Strategy.

"Industry" Land-Use Designation

A

The proposed General Plan designates the land use for the UNAD as "*Industry.*" With respect to the land use designations within the proposed General Plan, page 2-13 of the DEIR states that: "*For industrial parcels, industrial only projects would be allowed, but it is assumed that residential uses would be limited to work/live or live/work residences*". This stated assumption is limiting and too restrictive to facilitate a future finding of General Plan consistency with the Economic Development Strategy for the Brooks campus and urban village land use concept currently under development. Residential use would not be limited to work/live units as there is also the extraordinary opportunity to create neighborhoods that would provide a variety of housing types to support Brooks' campus and the associated office, retail, cultural, and recreational uses.

Given these opportunities and land area available within the UNAD, a housing density consistent with the General Plan's "*Neighborhood- Medium*" providing for 9-20 dwelling units per acre, would be appropriate and should be considered for the UNAD.

The DEIR's assumptions regarding the limits of an *Industry* land use designation also runs counter to important planning objectives stated in the proposed 2005 General Plan and to the adopted goals of the Economic Development Strategy. For example, the proposed 2005 General Plan states:

> *Industrial sites that are fast converting to light industry, high tech manufacturing and assembly could become factory villages with green space, multiple types of housing, small scale retail to serve workers and spin-off businesses.* (page 3-5)

The proposed General Plan also states in its description of corridors and districts:

> *One of the primary objectives for infill in Ventura is to produce mixed-use development that places everyday requirements in close proximity to dwellings.* (page 3-7)

We therefore specifically request that the DEIR either broaden its assumptions of what land uses would be allowed in lands designated as *Industry* or that the land use designation for the UNAD be revised to Commerce or Residential (or a combination of all three) such that a mixed-use, urban village project could be processed and found to be consistent with the 2005 General Plan.

The document should also clarify how the existing Brooks Campus is a use consistent with the proposed land use designation of *Industry* or if the proposed plan will result in an existing use being inconsistent with the newly adopted General Plan.

Alternatives Analysis

B

We note that a project concept similar to what is described above is included within the Alternatives Analysis (section 6.5 Upper North Avenue District Housing) as an alternative to Scenario 5 which is noted as having insufficient acreage to accommodate a mix of housing types or to accommodate parks, schools, or other public facilities. The DEIR analysis considers a mix of office, retail, student/rental housing and 750 other residences being developed on within the UNAD. The analysis also assumes that this level of development would reduce, commensurately, that which would otherwise be developed within the Western Cañada Larga and North Avenue sites. Beyond merely off-setting the intensity of development that might occur in these expansion areas, the DEIR description and analysis (beginning on page 6-13) should also clearly identify the other advantages resulting from developing the UNAD:

- Expanding Brooks' campus and creating jobs and new related growth opportunities in a mix-use urban environment consistent with the city's Economic Development Strategy.
- A brownfield site would be eliminated and reused.
- Development of the UNAD would meet the City's goal of utilizing existing urban infill sites before developing expansion areas.
- The development of the UNAD would be consistent with the County's Guidelines for Orderly Development by developing a site that is currently within the City's Sphere of Influence and contiguous with the City's boundary.

Thank you for your consideration of the foregoing comments. The UNAD is currently within the City's Sphere of Influence and will likely be considered for annexation in the near future. Given that the 2005 General Plan is intended to guide the City's land use decisions until 2025, it should provide the City's future decision-makers with the flexibility to consider exemplary projects and land uses on underutilized parcels that could potentially satisfy many of the City's economic, job creation, housing and community planning objectives.

Very truly yours,

Kriston D. Qualls

Kriston D. Qualls
General Counsel

cc: Susan Daluddung, Community Development Director
Rob Rossi, Hollywood West LLC

Letter 18

COMMENTER: Kriston D. Qualls, General Counsel, USA Petroleum Corporation

DATE: July 18, 2005

RESPONSE:

Response 18A

The commenter notes that the 2005 General Plan includes various statements suggesting that mixed use development is encouraged within light industrial areas, but that the Draft EIR suggests that residential uses within Industrial-designated areas would be limited to work/live or live/work residences. It is true that various types of residences could be found to be compatible with light industrial development and that one of the 2005 General Plan objectives is to produce mixed use development where everyday requirements are in close proximity to residences. In response to this comment, the last sentence of the first paragraph of EIR page 2-13 will be amended to read as follows (new text is underlined):

> *For Industrial-designated parcels, industrial only projects would be allowed. Residential uses could include work/live or live/work residences, or traditional housing as part of mixed use development so long as residences are not subject to significant compatibility conflicts relating to such issues as aesthetics, noise, or health and safety that cannot be addressed through site planning.*

Response 18B

The commenter suggests that the analysis of the "Upper North Avenue District Housing" alternative should be amended to acknowledge various environmental benefits of that alternative, including implementation of the City's economic development strategy, elimination of a brownfield site, emphasizing intensification/reuse, and consistency with the Guidelines for Orderly Development. The Draft EIR already implicitly acknowledges that development of the Upper North Avenue district would be consistent with City goals and objectives as well as the Guidelines for Orderly Development. In response to this comment, the discussion under "Hazards and Hazardous Materials" for the Upper North Avenue District Housing alternative will be amended to read as follows (new text is underlined):

> *Hazard impacts would be similar to those of 2005 General Plan Scenario 5. This alternative could potentially increase safety conflicts relating to the placement of residential development in proximity to oil production in the Upper North Avenue area. On the other hand, redevelopment of the Petrochem refinery site would eliminate an existing brownfield. Compliance with 2005 General Plan policies and standard safety requirements on new development would reduce impacts relating to hazardous materials to a less than significant level.*

RANCHO CAÑADA LARGA

19

RECEIVED
JUL 18 2005
Community Development
PLANNING DIVISION

July 18, 2005

Kari Gialketsis, Principal Planner
City of San Bucnaventua Community Development Department
PO Box 99
Ventrua, CA 93002-0099

RE: 2005 Ventura General Plan EIR Comments

Dear Kari:

CITY OF VENTURA DRAFT ENVIROMENTAL IMPACT REPORT JUNE 2005

Comments and Corrections by Buz Bonsall, owner of the 120 acre Western Cañada Larga Potential Expansion Area.

A Pg. S-1 2nd ¶ "... ~~Three~~ Five "Expansion Areas" "

B Fig. 2-1a & Fig. 2-1b "Planning Area" Boundaries inconsistent on maps at City Water Facility in Cañada Larga area.

C Pg. 4.1-18 Photo 13 caption "... Portions of the hillside area fronting the freeway ~~could potentially be graded~~ has already been removed and graded for SR33 Freeway and could be regraded and developed if this expansion area is selected."

D Pg. 4.1-18 Photo 14: This photo depicts M2- Industrial zoned industrial land on the Westside of SR33 and does not represent the grazing land on the Eastside of SR33.

E Pg. 4.2-1 Legend "Row Crops" incorrectly depicted on Western most portion (West of bike path) of Western Cañada Larga Expansion Area

F Pg. 4.4-24 Photo 3: Depicts a Caltrans SR33 Freeway 15+ acres hillside removal and grading project (Late 1969) with natural plant recovery.

G Pg. 4.4-25 Scenario 5 paragraph, final sentence "the Western Cañada Larga area is the ~~least~~ most disturbed of the expansion areas (15+ acres of hillside removal and massive grading for the SR33 freeway in 1969)...."

H Pg. 4.4-26 First paragraph reference to Photo 3: There is no native bunch grass or oak woodland present in photo 3. Line 5 "~~Santa Clara River~~" should be Ventura River.

RANCHO CAÑADA LARGA

I

Pg. 4.5-17 "Scenario 5" paragraph...." A portion of the mission aqueduct is located ~~within~~ outside to the south of Western Cañada Larga expansion area."

J

Pg. 4.11-51 Top of page final sentence ".....with that scenario." It should be noted that the owners of the Western Cañada Larga Expansion Area have over 6000 acres adjacent to the Area for potential parkland. There is no shortfall of acres.

K

Pg. 6-20 Public Services: It should be noted there is a Ventura County Fire Department Station building on North Ventura Avenue next to the City's Water Treatment facility.

L

General Comment: As noted by the D.E.I.R. authors at Pg. 4.1-19 Scenario 5, 1700 housing units assigned to the reduced acreage (120 acres) of the original 800 acre Potential Expansion Area of Cañada Larga is "unrealistic", hence the unrealistic impacts in D.E.I.R. data (such as sewer plant capacity etc.) throughout the report.

Thank you for the opportunity to comment. If there are any questions regarding my comments, please feel free to contact me at 805-565-0629.

Sincerely,

Buz Bonsall
Rancho Cañada Larga

Letter 19

COMMENTER: Buz Bonsall, Rancho Cañada Larga

DATE: July 18, 2005

RESPONSE:

Response 19A

The commenter notes a typographical error in the Summary. This will be corrected in the Final EIR.

Response 19B

The commenter notes an inconsistency in the depiction of the Planning Area shown in Figures 2-1a and 2-1b. The Planning Area boundary shown in Figure 2-1a will be corrected in the Final EIR.

Response 19C

The commenter suggests a clarification of the caption accompanying Photo 13 in Section 4.1 of the EIR to note that the area shown was previously graded as part of the SR 33 construction. The caption will be amended as suggested by the commenter in the Final EIR.

Response 19D

The commenter correctly notes that the area shown on Photo 14 in Section 4.1 is designated Industrial. The caption accompanying that photo will be revised in the Final EIR to read as follows:

> *Agricultural land adjacent to the Western Cañada Larga expansion area looking south from SR 33. This area is within the Upper North Avenue District and is currently designated Industrial.*

Response 19E

The commenter notes that the area west of the bike path within the Western Cañada Larga expansion area is not in row crop production, as shown on Figure 4.2-1. Figure 4.2-1 will be corrected in the Final EIR to show that area as "Grazing/Livestock" land.

Response 19F

The commenter notes that the area shown in Photo 3 in Section 4.4, *Biological Resources*, was previously graded as part of the SR 33 construction. This comment is noted, though no change to the photo caption is necessary.

Response 19G

The commenter states an opinion that the Western Cañada Larga area is the most disturbed among the expansion areas. Even though much of the area in question has been disturbed historically by past grading activity, the open lands of the Western Cañada Larga area maintains higher biological resource value than the irrigated agricultural lands associated with the other expansion areas. Therefore, from a biological resource perspective, it would be considered the least disturbed.

Response 19H

The commenter notes that Photo 3 on Figure 4.4-4 does not depict native bunch grass or oak woodland. The commenter also notes that the reference to the Santa Clara River on the fifth line of page 4.4-26 should be to the Ventura River. The reference to the Santa Clara River will be corrected in the Final EIR. Although Photo 3 does not depict the habitats mentioned by the commenter, the statement to which the commenter refers merely notes that the Western Cañada Larga has the potential for such habitats. Site specific surveys of the area would be needed to determine whether such habitats actually are present. Such surveys would appropriately be conducted in conjunction with the environmental review of any specific development project for the area.

Response 19I

The commenter requests a clarification of the location of the Mission Aqueduct, as discussed on page 4.5-17. The Mission Aqueduct is known to be in the North Avenue area, but actual location of the Mission Aqueduct is not known with certainty. In response to this comment, the sentence noted by the commenter will be revised to read as follows (new text is underlined):

> *A portion of the Mission Aqueduct is located in the vicinity of the Western Cañada Larga expansion area.*

Response 19J

The commenter notes that acreage is available for parks within Rancho Cañada Larga. This comment is noted, though the areas mentioned by the commenter are not within the Western Cañada Larga expansion area discussed in the Draft EIR.

Response 19K

The commenter notes that there is a County Fire Department station next to the City's water treatment facility. This comment is noted, though the City would need to provide fire protection service in the event that properties within the North Avenue area are annexed and developed.

Response 19L

The commenter states an opinion that the development total assumed for the Western Cañada Larga expansion area are unrealistic. Please see Response 17B.

VENTURA UNIFIED SCHOOL DISTRICT

THE POINSETTIA CITY BY THE SEA

20

July 18, 2005

Lisa Y. Porras, Senior Planner
Community Development Department
City of San Buenaventura
P.O. Box 99
Ventura, CA 93002

RECEIVED
JUL 19 2005
PLANNING DIV.

Dear Ms. Porras:

Thank you for the opportunity to review and provide input to the Draft Environmental Impact Report for Ventura's General Plan. The following are our comments pertaining to the K-12 Educational School Facilities.

1) Attached is a sample copy of the District's letter to the City dated September 18, 2003 concerning the Draft Comprehensive Plan Update and Draft Issue and Alternative Report. It seems these comments were not addressed on the Draft EIR Report. Also attached is a letter to the Planning Commission concerning public school classroom capacity and proposed residential development dated October 10, 2003. A

2) Figure 4.11-3 shows the locations of school facilities and administration facilities within the planning areas operated by Ventura Unified School District (VUSD). There have been some changes. The District no longer owns the Arcade District office site. It was sold last year. The Santa Clara District office site is currently in escrow and the Transportation Department only occupies this site. The administration staff that once occupied the Arcade and Santa Clara office sites has been relocated to the newly remodeled Education Service Center, (formerly Kinko's Corporate Office). Education Service Center is located at 255 West Stanley Avenue. Please make these changes to Figure 4.11-3. B

3) The Draft Environmental Impact Report did not take into consideration the relationship between commercial and industrial development projects and school facility needs. Economic opportunities as a result of the development of commercial and industrial space attract new households to the community. C

Commercial and industrial development along with residential development has an impact on school enrollment. New jobs require a larger labor force while in turn, causes new housing to be built to increase the housing supply. The families in these new houses will have their children enrolled in the local school district. This enrollment growth, a joint result of the commercial, industrial and residential development impacts the facility capacities of our District. In conclusion, this type of new development will cause a need for school facilities in Ventura Unified School District. Please note besides residential development, new commercial and industrial development projects are also subject to school impact fees.

FACILITIES, MAINTENANCE & OPERATIONS DEPARTMENT
359 S. Victoria Avenue • Ventura, CA 93003 • (805) 289-7981 • Fax: (805) 289-7988

4) On page 4.11-37, it states, "One alternative to developing new schools would be to expand existing schools". Existing District facilities will be pressed beyond capacity solely with the projected student enrollment from new residential development. Our facilities have minimal space remaining to accommodate projected enrollments from new development. D

Both classrooms and support space are needed to house additional students. As classrooms are added to schools, overcrowding becomes greater in the multi-purpose facility, library, administration office and other support areas. Without additional core space, the current standards of support space will suffer. As result of the implementation of class size reduction in grades Kindergarten through third grades several years ago, it maximized the space at several elementary school sites. Also, parking facilities at our sites will be impacted. Schools such as Balboa Middle, Loma Vista Elementary, Mound Elementary and E.P. Foster Elementary already have inadequate parking facilities that, in turn, impact adjacent neighborhoods.

Ventura Unified School District considers a school overcrowded when it operates at 90 percent of capacity. Using this standard, 18 of the District's schools are overcrowded. Students are being transferred to less crowded schools and are unable to attend a school in their neighborhood. The enrollment projection indicated in the Draft EIR will continue to grow and exceed available school space. One of the goals in the Districts master plan is to construct a new middle school in the east end of the City in the Wells Road area. This will help accommodate students generated from the housing development that has occurred in the east end in the last 6 years.

The remaining student capacity at this district's elementary, middle and high school is of the greatest short-term concern, while the new schools will be required to meet long-term student population progression. In addition many of the existing schools are in older neighborhoods. In these areas, minimal vacant land is available for expansion.

5) In relation to Impact PS-3, page 5.17, we disagree with the statement "less than significant for all scenarios." We consider the impact to school facilities as unavoidably significant for all scenarios. The implementation of the project will result in a potentially significant impact. We request that a School Facility Availability Ordinance a Memorandum of Understanding be adopted by the City Council as a proposed residential development should be approved only in confirmation with this ordinance. This involves the City encouraging the school district and developer to engage in early discussions about the nature and scope of the proposed projects, possible fiscal impact and mitigation measures. It is my understanding a similar measure was adopted by the City Council and spearheaded by the past Councilman, Mr. Steve Bennett that was Resolution NO. 97-98 E

6) In addition to SB 50 as mitigation measure and the above noted resolution. We recommend that the following objectives and policies be included to address education issues and impacts to public schools within the project scenarios. F

Objective: Accommodate the growth of all educational facilities.

- Policy: Provide an adequate level of infrastructure and services to accommodate campus growth at all educational levels.
- Policy: Work with the school district to locate school sites where infrastructure already exists to minimize costs to the school district in new school construction.
- Policy: Include school district staff in the review and input of annexation proposals to guide campus site selection and desirable design elements.
- Policy: Streamline the permitting process for educational facilities as practicable

Objective: Emphasize smart growth principles through all steps of the land development process.

- Policy: Ensure well-planned infill development Citywide, allow for increased density in selected areas along established transportation corridors.

The policies listed above will significantly lessen impacts directly related to the Project. We request that individual development proposals will comply with proposed City standards and practices regarding review of the adequacy of educational facilities. These proposed standards and practices include:

- Use the CEQA review process to evaluate impacts of future development on local schools.
- Ensure the payment of SB 50 school impact fees by project proponents as necessary.

We do concur to some degree with the mitigation measures listed on page S-17 and S-18 but need additional enforcement by the City to implement the above noted recommended objectives and polices.

7) The Draft EIR indicates the overall acreage needed to accommodate new school facilities has ranges for each potential expansion scenario. This range does not match the Assumed Expansion Area Acres by Use on Table 2-8, page 2-35. For example, Scenario 2, page 4.11-38 indicates a range from about 38 to 103 acres, but when you compare this to Table 2-8, it shows 110 acres for a school scenario. Pease make the necessary corrections G

8) No land use designation is indicated on the expansion area maps to accommodate future school sites. H

9) On page 4.11.40 Significance after Mitigation states: "Continue collection of State-mandated school impact fees would fund the construction of new school facilities that would be required to accommodate projected increases in school enrollment and would reduce school impacts to a less than significant level for any of the six scenarios." However, the cost of school facility needed by the district to accommodate students related to new development projects is greater than the fees which may be levied against respective type of new development projects. This statement is supported by Development Impact Fee Justification Study dated July 3.2003. As you are aware, construction cost to built public outlay projects continue to increase dramacily in the state of California. I

10) We request that the consultant provide a detail methodology how they determined the projected 2025 student enrollment and school acres needed listed on Tables 4.11-14 and 4.11-15. Please confirm that the California Department of Education's usage standard was used to determine the square footage needed per student generated from development. J

In conclusion, the City should consider suitable school capacity when they approve development. It is the overall benefits to the City that adequate and school facilities are established with helps contribute to the quality of education in the community.

We would like to meet with the consultants and City Staff to discuss our comments. Please call me to schedule this meeting at 289-7981, extension 1010. Thank you.

Sincerely,

Jorge B. Gutierrez
Director of Facilities Services

JBG:tm

cc: Dr. Trudy Arriaga, Superintendent
Joseph Richards, Jr., Assistant Superintendent Business Services

October 10, 2003

City of San Buenaventura
Planning Commission
P.O. Box 99
501 Poli Street
Ventura, CA 93002

Dear Commissioners:

This letter is concerning the K-12 Educational School Facility issues related to the Draft Comprehensive Plan Update and Draft Issues & Alternatives Report. For your information, I have been a member of the Comprehensive Plan Advisory Committee for the past two years. During my tenure, I have tried to provide vital input into the development of the plan as well as its impact on public school facilities.

I would like you to consider the comments I addressed to the City of Ventura Planning Department concerning the Draft Plan (see attached).

Further, I have attached a copy of Resolution No. 97-98: "A Resolution of the City Council Amending the Land Use Land Plan Element of the Comprehensive Plan Regarding Public School Classroom Capacity and Proposed Residential Development". I recommend that this resolution be incorporated into the Comprehensive Plan.

If you have any questions, please do not hesitate to call me at 289-7981, extension 1010. I appreciate your time and consideration in this matter.

Sincerely,

Jorge Gutierrez
Director of Facilities, Maintenance and Operations

JG:tm

Attachments

Cc: Joseph Richards, Jr., Assistant Superintendent Business Services

VENTURA UNIFIED SCHOOL DISTRICT

September 18, 2003

City of San Buenaventura
City Planning Department
Attn: Lisa Porras, Associate Planner
P.O. Box 99
Ventura, CA 93002

Dear Ms. Porras:

Thank you for the opportunity to review and provide input on the draft Comprehensive Plan Update and Draft Issues and Alternatives Report. Below are our comments pertaining to the K-12 Educational School Facilities.

PUBLIC SERVICES

On page 11, under Public Services, a statement was made that; " ... public schools overcrowding has been alleviated with the recent opening of Foothill Technology High School ..." This statement is incorrect. The Foothill Technology High School helped relieve the student overcrowding at the high school level, but did not alleviate the total problem.

It was indicated that District middle schools have sufficient space. Again, this is not an accurate statement. Based on the Districts' 2002-03 Classroom Usage Report, Anacapa Middle School is at 99% student capacity; and Balboa Middle School, located in the east end of the city, is at 91% student capacity.

Last year, Balboa middle school's enrollment was 1454. The District prefers student enrollment at the middle school level to be around 1200. This school contains the largest student population among the four middle schools in the District. Also, of the 55 classrooms on site, 12 are portable, which means 22% of the class space is relocateable. The student population continues to grow every year as a result of housing developments that have occurred in the past 10 years in the east end of the city. Although portables have been placed at Anacapa and Balboa middle schools, the core facilities, such as cafeterias, have not been expanded.

The elementary schools in the west side of the city, which include E.P. Foster and Sheridan Way, are at 100% capacity. There are 22 classrooms at E.P. Foster Elementary School of which 13 are portable classrooms. This means 59% of the classroom space at E.P. Foster is relocateable; Sheridan Way Elementary School's relocateables make up 38% of classroom space.

The Public Services section relating to public schools do not portray a true picture of overcrowding conditions facing Ventura Unified School District. We recommend the data previously provided to the consultant working on the Comprehensive Plan should be expanded to include the above-noted information at the elementary, middle and high schools level.

PUBLIC SERVICES ISSUES

We request that the Public Services Issues on Page 12 concerning schools be expanded to add the following pertinent issues:

1. Crowding problem will still arise as more relocateables are added to existing school sites;
2. Need to replace and upgrade aging portable classrooms;
3. Need to expand support spaces such as libraries, restrooms, cafeterias and multi-purpose rooms in same proportion to classrooms to alleviate school overcrowding;
4. Constraints - Opportunity to expand existing campuses is limited by the physical size of the school sites and by the capacities of existing permanent facilities; and
5. Explore the feasibility of the City adopting a School Facility Availability Ordinance.

In respect to the School Facility Availability Ordinance, this type of ordinance may have been adopted by the City Council, several years ago, which was spearheaded by past Councilmen, Steve Bennett. As a proposal, residential development should be approved only in confirmation with the School Facility Availability Ordinance. This involves the City encouraging the school district and developers to engage in early discussions about the nature and scope of proposed projects and possible fiscal impact and mitigation measures.

HOUSING DEMAND – Section 3.1.1

The Population and Housing section does not reflect the school age population (5-17 years) in the City of Ventura. We request a figure be prepared which show the school age population from 1970 to 2025. This figure requested will show the magnitude of growth at different periods of time during the duration of the General Plan. Also, will rising birth rates result in increased enrollment from older homes?

SCHOOLS – Section 3.1.2

We would like to meet with the consultants to determine their methodology in determining land needed for new schools. Our projections used by the State Department of Education are different than what is proposed for land needed at each school grade level. The projected school needs should comply with the State Services Land Standards for the number of students per classroom and laboratory, recommended size of parcel for a given number of students, and the number of pupils per acre. Services level standards measure the physical attributes of educational facilities and their ability to provide a given level of educational benefit.

COMMERCIAL AND INDUSTRIAL SITES – Section 3.2.4

We would like to know if the consultant took into consideration the relationship between commercial and industrial development and schools impact. For example, in a case of a business moving to a new facility from an existing building in the city, it is assumed that on average, the older facility will be occupied by a new business enterprise with the same number of employees as the business that moved out. It is the growing capacity of the community to accommodate employment that result in residential growth and increased school demand.

SCHOOLS – Section 5.7

We disagree with the statement "the acreage estimate could be reduced in various ways, including more intensive use of existing schools, reducing the acreage requirement of new schools". The schools in our district are at or near capacity. With the District's implementation of class size reduction at K-3 grade level, additional relocateable classrooms were placed at elementary school sites, and at the same time, support space such as libraries and cafeterias were not expanded. With the additional classroom space added in the past ten years, there exists a lack of available open space to address future growth without impacting playground and support space.

The recommendation to reduce the acreage requirements of new schools will impact the District's ability to meet the Department of Education State Services Standards. By not meeting these standards, the District will not provide a quality level of educational environmental benefits to support curriculum and the learning process. Also, it will perpetuate overcrowding conditions for students and staff at impacted school sites.

At the top of page 93, it states "... no land within the existing City/SOI is specifically designed for new schools" ... except for the 10-acre elementary school PEA #2 (North Avenue). We feel there is sufficient property within PEA #2, #7, #8 and #9 to designate as new school sites. We recommend that the 100-acres required for new schools be address in the General Plan. Also, this plan fails to address the financial measures to pay for the new schools as a result of population growth.

We would like to meet with the consultants and City staff to discuss the possible 20-acre site Pacific View Mall (North Site) and the 35-acre area south of DeAnza Middle School.

Should you have any questions, please do not hesitate to call me at 289-7981, extension 1010.

Sincerely,

Jorge B. Gutierrez
Director of Facilities, Maintenance and Operations

JBG:tm

Cc: Dr. Trudy Arriaga, Superintendent
Joseph Richards, Jr., Assistant Superintendent Business Services

Letter 20

COMMENTER: Jorge B. Gutierrez, Director of Facilities, Maintenance and Operations, Ventura Unified School District

DATE: July 18, 2005

RESPONSE:

Response 20A

The commenter references letters submitted to the City in 2003 and suggests that the Draft EIR does not address comments included in those letters. The Draft EIR incorporates relevant information contained in the referenced letters. In addition, consultant staff contacted the VUSD several times during the preparation of the Draft EIR in the first half of 2005 and received current enrollment and other data from the VUSD during that time period as well.

Response 20B

The commenter notes two changes to the locations of VUSD facilities that should be reflected on EIR Figure 4.11-3. Figure 4.11-3 will be amended in the Final EIR to reflect the new location of the VUSD Education Service Center on Stanley Avenue.

Response 20C

The commenter states an opinion that the Draft EIR does not take into account the relationship between commercial/industrial development and school enrollment. As suggested by the commenter, the generation of new jobs in the community is expected to contribute to population growth. However, the population and housing growth estimates discussed in the Draft EIR include all new housing and population growth anticipated for the Ventura Planning Area, including people who relocate to the area to fill new jobs. As discussed under Impact PH-4 in Section 4.15, *Population and Housing*, the City is projected to maintain a balance of jobs and housing through 2025 under any of the six land use scenarios studied in the Draft EIR. Therefore, the effect of job growth on school enrollment has been accounted for in the Draft EIR. As the commenter notes, non-residential developments would continue to be required to pay State-mandated school impact fees.

Response 20D

The commenter notes that a number of VUSD schools are already at or near capacity, that existing facilities have minimal space to accommodate projected enrollment increases, and that minimal vacant land is available in many existing neighborhoods. The commenter also notes that the VUSD is planning to construct a new middle school in the Wells Road area.

The comments with respect to school enrollment and capacity, and available land for new schools are consistent with the discussion under Impact PS-4 in Section 4.11, Public Services. Table 4.11-4 shows that projected 2025 enrollment exceeds the capacity of VUSD schools at the elementary, middle, and high school levels, while the discussion under "Scenario 1 –

Intensification/Reuse Only" acknowledges that there is "limited land that could be used for the development of new school facilities." In response to this comment, the following sentence will be added at to the last paragraph on page 4.11-11:

> *One of the goals in the VUSD master plan is the construction of a new middle school in the Wells Road area.*

Response 20E

The commenter states disagreement with the conclusion that impacts to schools would not be significant under CEQA and requests that the City adopt a "school availability ordinance" or memorandum of understanding in which residential development would only be approved following developer discussions with the VUSD and development of appropriate mitigation measures. The opinion with respect to the significance of school impacts is noted. As acknowledged in the Draft EIR, projected school enrollment exceeds the capacity of VUSD schools and, under some EIR scenarios, limited land is available for the development of new schools. However, as noted in the Draft EIR, pursuant to Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." As the State legislature has made this determination, the City has no authority to make a determination that payment of State-mandated fees would not mitigate impacts.

The Draft EIR includes two recommended actions that would at least in part address the request for coordination between developers, the City, and the VUSD. These are listed below.

PS-3(a) **School Coordination.** The following action should be added to the 2005 General Plan:

- Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development.

PS-3(b) **Expansion Area Schools.** The following action should be added to the 2005 General Plan if any land use scenario that includes an expansion area is adopted:

- Require expansion area specific plans or community plans to be prepared in coordination with the Ventura Unified School District and set aside land needed for new school facilities.

Response 20F

The commenter suggests several additional policies/actions for inclusion in the 2005 General Plan. The actions listed in Section 4.11 of the DEIR and under Response 20E partially address these suggestions. The City will continue to cooperate with the VUSD to identify new school sites in areas where residential growth is anticipated to occur. Chapter 3 of the 2005 General Plan addresses "smart growth," which is one of the

primary emphases of the General Plan. The City will be required by law to continue to use the CEQA process to evaluate the impacts of local development on schools and collect State-mandated school impact fees on behalf of the VUSD.

Response 20G

The commenter notes that the acreage assumed for schools within expansion areas does not match the acreage needed to meet the demands of individual EIR land use scenarios. These acreages are not intended to match. The commenter notes that the school acreage assumed for the expansion areas under Scenario 2, for example, is 110 acres, while the projected overall demand for acreage ranges from about 38-103 acres. This suggests that the expansion areas included in Scenario 2 provide more than enough acreage to meet overall demand associated with buildout of that scenario. Thus, inclusion of the expansion areas could help accommodate students generated by intensification and reuse development.

Response 20H

The commenter notes that the expansion areas do not include land use designations to accommodate schools. As noted in Section 2.0, *Project Description*, the City is not proposing to re-designate any of the expansion areas at this time. The Draft EIR considers these areas as possible future expansion areas. It is anticipated that any future development proposal for any of the expansion areas would involve a Specific Plan that would include provisions for schools.

Response 20I

The commenter notes that the costs of school construction are greater than that provided by State-mandated fees. As discussed in Section 4.11 and in Response 20E, State law dictates that payment of the State-mandated fees constitutes full and complete mitigation under CEQA.

Response 20J

The commenter requests an explanation of the methodology used to project school enrollment and school acreage requirements. This methodology is described in Section 4.11, *Public Services*. To estimate growth in student enrollment, the projected number of new housing units was multiplied by the students-per-household rates provided by the VUSD. To estimate the acreage of new schools needed, the following methodology was used:

- The current school capacity totals were subtracted from the projected number of new students (these totals are shown in the second column of Table 4.11-15)
- These totals were divided by the projected number of students per school (shown in the third column of Table 4.11-15) to determine the number of new schools needed (shown in the fourth column of Table 4.11-15)
- The number of schools needed were multiplied by the number of acres per school, from the California Department of Education recommended school size, to determine the amount of school acreage needed (shown in column 5 of Table 4.11-5)

GIBSON, DUNN & CRUTCHER LLP
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July 15, 2005

21

Direct Dial
(213) 229-7753
Fax No.

Client No.

Kari Gialketsis
Principal Planner
City of San Buenaventura
Community Development Department
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099

Re: ***Comments on City of Ventura 2005 General Plan Draft Environmental Impact Report***

Dear Ms. Gialketsis:

I am submitting these comments regarding the Draft Environmental Impact Report ("DEIR") for the City of Ventura 2005 General Plan ("General Plan") on behalf of my client, Mariano Rancho, LLC. Mariano Rancho owns approximately 215 acres of vacant property within the City of Ventura ("City"), located north of Poli Street/Foothill Road and zoned R-1-7. As a longstanding member of the Ventura community, Mariano Rancho shares the City's interest in supporting responsible and sustainable planning for the future of the community.

To that end, we have reviewed the General Plan, the DEIR for the General Plan and the City of San Buenaventura 2000-2006 Housing Element ("Housing Element") to ensure that the documents are accurate and consistent. Our comments touch on apparent inconsistencies between the Housing Element and the General Plan, difficulties in tracking housing unit allocations and corresponding traffic impacts for particular areas across the three documents, characterization of the habitat conditions on the Mariano Rancho property and the Ventura hillside areas generally, and the need to clarify the status of linear parks delineated in the General Plan.

A

I. **Apparent Inconsistency Between the General Plan Projected Housing Growth Distribution and the Housing Element**

A general plan must be integrated and internally consistent among and within each element. Government Code § 65300.5. The housing element is one of seven mandated elements in the general plan. Gov. Code § 65302. Although it must be updated every five years, rather than the longer time frame permitted for updating general plans, the housing element must still be consistent with the overall general plan. Gov. Code § 65888

In Ventura's case, the City adopted the most recent Housing Element in April 2004, while the multi-year General Plan updating process was underway. The Housing Element contains certain assumptions about development potential which should be carried through to the General Plan. In particular, in its analysis of availability of sites for housing, the Housing Element states that 2,050 housing units can be developed on vacant lots in Ventura, of which 486 units may be developed on vacant sites zoned R-1-7.[1] Appendix D of the Housing Element provides a complete inventory of vacant sites, including parcel number, zoning and acreage. Mariano Rancho's property (740010015 R-1-7) is listed as 215.40 acres with "constraint" acreage of 71.97. Assuming this very conservative constraint estimate is accurate (which cannot be confirmed without the benefit of a project-specific analysis for the site), by applying the maximum density of 6 units per acre and the 70% of lot maximum density assumption used in the Housing Element, the unit potential derived for the Mariano Rancho property in the Housing Element is:

71.97 acres x 6 DU/acre x 70% = 302 dwelling units.

Turning to the General Plan DEIR, Table 2-5 summarizes Projected Housing Growth Distribution for the 20-year planning period of the General Plan under all scenarios by growth area. The General Plan proposes to focus most of the new growth into the specified Growth Districts/Corridors; these areas account for 3,950 units in all scenarios. The Mariano Rancho property is not located within one of these nine Growth Districts/Corridors. The DEIR projects another 2,650 units to be built within the proposed smaller Sphere of Influence and existing areas designated for urban uses, of which 700 units are projected to be built on vacant and underutilized parcels outside the Growth Districts/Corridors. (DEIR p. 2-32.) Appendix C to the DEIR breaks these 700 infill units down further into 250 units projected to be developed on underutilized sites and 450 units projected to be built on vacant property. Note 3 to the tables in Appendix C explains that these tables assume that "all vacant land outside the districts and corridors will be developed in accordance with the proposed land use designations."

Taken together, it is difficult to reconcile the assumptions in the Housing Element with those in the General Plan. Specifically, how do the 486 units assumed for just the R-1-7 zoned areas in the Housing Element compare to the 450 units projected for all non-Growth District/Corridor vacant property in the General Plan EIR? Using the Housing Element methodology and assuming the property is developed in accordance with its zoning, the Mariano Rancho's 302 units alone would account for 67% of all the units projected to be built

[1] Adopted City of San Buenaventura 2000-2006 Housing Element, April 2004, pp. 4-1, Chart 4-1 on p. 4-2.

on vacant properties designated for urban uses outside the Growth Districts/Corridors and within the city limits. Additional clarification of how the Housing Element assumptions relate to the General Plan's Projected Housing Growth is necessary to confirm that the General Plan is internally consistent as required by state law.

B

II. The Circulation Element Update Traffic Study Does Not Track the Housing Element Assumptions

The need for clarification extends to the issue of how Appendix E to the DEIR, the Comprehensive Plan Circulation Element Update Traffic Study ("Traffic Study"), accounts for the trips that would be generated by the growth assumed in both the Housing Element and the land use element of the General Plan. Attached to this comment letter is a communication from Paul W. Wilkinson, of the traffic engineering firm Linscott Law & Greenspan, noting the difficulties he had confirming that the permitted development assumed in the Housing Element was carried over to the development potential tabulation input to the General Plan and the Traffic Study. Mr. Wilkinson's analysis is hereby incorporated into this comment letter by reference.

In particular, we request that the General Plan and Traffic Study be amended to include a Traffic Analysis Zone ("TAZ") Exhibit and a trip table (development summary and trip forecast) that presents a development and trip making forecast for every TAZ that is consistent with all elements of the General Plan. Such TAZ and trip table exhibits would enable planners, property owners and community members to more clearly assess the traffic impacts of the growth assumptions and provide a basis for comparing site specific analyses to the General Plan's overall growth and circulation goals, policies and actions.

C

III. Characterization of the Habitat on the Mariano Rancho Property and Hillside Areas Overstate Potential Impacts

Figure 4.4-1 on page 4.4-3 of the DEIR maps the habitat types found within the planning area of the General Plan. The map depicts a substantial portion of the Mariano Rancho property and nearly all of the hillside property as containing coastal sage scrub habitat. A note on Figure 4.4-1 states that the vegetation cover types were derived from Landsat Thematic Mapper satellite imagery. We understand that at the analytical level of a General Plan detailed site characterizations are impractical and inappropriate. However, more detailed studies of the area indicate that Figure 4.4-1 vastly overstates the extent of coastal sage scrub in the Mariano Rancho and hillside areas. As a result, we would expect that as part of a site-specific analysis, some of the potential impacts identified, such as BIO-2 potential adverse affects on sensitive habitats, BIO-3 potential affects on special-status plants and animals and BIO-4 potential affects on ecological connectivity through wildlife corridors, would not be found or would be avoided.

GIBSON, DUNN & CRUTCHER LLP

D

IV. Status of Designated Linear Parks Should be Clarified

Figure 4.11-4[2] Parks and Recreational Facilities on page 4.11-15 of the DEIR, depicts a linear park network that includes a linear park running through the Mariano Rancho property and portions of the hillside areas. The Final EIR should clarify that these linear parks do not currently exist, have not been offered for dedication to the City and that the City has not presently offered to purchase the land for these parks.

In addition, the text at page 4.11-20 acknowledges that the "[r]esources available for constructing the linear park and trail system are acquired through conditions placed on developers who plan to build in areas within the linear park network." This approach to building the linear park therefore appears to presume the development of the hillside property in order to obtain the exactions necessary to dedicate and construct the linear park through the hillside portion of the City. This appears to be at odds with the General Plan's overall goal of focusing future development on non-hillside areas.[3] Therefore, the DEIR and the General Plan should be revised to either remove the linear park network designations from the hillside areas or include a statement that the linear parkland in this area may be acquired through purchase of the property or the permitting of limited development in the area to obtain the parkland through dedications.

Finally, the linear park system proposed for the hillside area in Figure 4.11-4 does not appear to have been delineated with consideration of the natural topography of the area. We suggest that text be added to the General Plan and DEIR stating that the final alignment of the Mariano Rancho and hillside linear parks may be revised to account for topography, habitat and other considerations.

We appreciate the opportunity to comment on the General Plan DEIR and look forward to reviewing the final document in the coming weeks.

Very truly yours,

Cecilia V. Estolano

CVE/cve
Attachment

cc: Mr. Alan L. Dobbins

10879958_1.DOC

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[2] The DEIR labels this Parks and Recreational Facilities map as Figure as 4.11-2, however this appears to be a typographical error as page 4.11-5 contains another Figure 4.11-2 (Wildfire Risk Areas) and the text of the DEIR refers to the Parks and Recreational Facilities map as Figure 4.11-4 (see page 4.11-14).

[3] DEIR, p. 2-14.

LINSCOTT LAW & GREENSPAN engineers

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Las Vegas

July 15, 2005

Ms. Cecilia V. Estolano
GIBSON, DUNN & CRUTCHER, LLP
333 South Grand Avenue
Los Angeles, CA 90071-3197

LLG Reference: 2-05-2685-1

Subject: **Review of General Plan and Related City Documents**
Mariano Rancho Property
Ventura, California

Dear Ms. Estolano:

At your request, we've reviewed several documents prepared by the City of Ventura as part of its General Plan update process. Those documents include the following:

- City of San Buenaventura, *Ventura General Plan, Public Review Draft*, May 24, 2005;
- City of Ventura, *2005 General Plan: Draft Environmental Impact Report*, SCH #2004101014, June 2005;
- City of San Buenaventura, *Comprehensive Plan Circulation Element Update Traffic Study*, May 2005, Appendix E;
- *Adopted, City of San Buenaventura, 2000-2006 Housing Element*, April 2004.

These documents were reviewed with the intent of tracking the "placeholder" within each for the Mariano Rancho property, which lies generally northeast of Downtown, north of Poli Street and Foothill Road, and south of the "Hillsides" open space area illustrated in the Draft General Plan Diagram (follows page 16 of the *Public Review Draft* of the *General Plan*). The intent of that tracking was to confirm that the permitted development on the property as outlined in the City's *Adopted 2000-2006 Housing Element* was carried over to the development potential tabulation input to the *General Plan Public Review Draft*, which in turn was specifically input to the *Circulation Element Update Traffic Study*.

Such a process would normally ensure that a future housing development proposal on a specific site, when consistent with the *Housing Element* assumptions for that site, would also be consistent with the City's circulation planning for the site area. This consistency would be most conveniently indicated when the trip table for the Traffic Analysis Zone (TAZ) of the *Circulation Element Update* traffic studies indicates a unit count, attributable to that specific site, which exactly (or very nearly equals) the

unit count permitted by the *Housing Element* (and by extension the *General Plan* Land Use component, since the *Housing Element* and *General Plan* are supposed to be consistent).

Unfortunately, as the following discussion will reveal, we are not able to make that finding of internal consistency between the *Housing Element* "placeholder" for the site, and the traffic analyses that support the *Circulation Element Update*. It may be possible that they are, but we doubt it. Having been unable to reconstruct that consistency from document to document, we recommend that the question be posed to the City as part of the public review process, ensuring that that which is called for on the Mariano Rancho property within the *Housing Element* is indeed represented in the circulation planning and impact studies conducted by the City.

Adopted City of San Buenaventura 2000-2006 Housing Element (April 2004)
Chart 4-1 of this report (page 4-2, which is also Page 124 in the electronic version) identifies the residential development potential on vacant sites in the City. The Mariano Rancho falls within the R-1-7 zoning designation, where the maximum density is 6 units per acre. The chart indicates that there are 56 parcels within this category, with vacant acreage totaling 111.7 acres, and with a development potential (at 70% of maximum density) of 486 dwelling units. (As an aside, the math here may be in error: 111.7 x 6 x 70% = 469 dwelling units).

Looking to Appendix D of this report, all of the assessor's parcel numbers that resulted in the Chart 4-1 summary are indicated, sorted to either underutilized or vacant sites (the later includes the Mariano Rancho). Looking to the "vacant sites" summary, the zoning designation, parcel acreage, and "constraint" acreage (presumably useable acreage) are indicated. As we understand it, the Mariano Rancho is APN 740010015 R-1-7, for which the total site acreage is 215.40, and the "constraint" acreage is 71.97. Taking the later, and the methodology underlying Chart 4-1, the unit potential of the Mariano Rancho would be as follows:

71.97 AC x 6 DU/AC x 70% = 302 dwelling units.

Using our terminology, this constitutes the future development "placeholder" we would expect to be carried to the other documents discussed below.

City of San Buenaventura, Ventura General Plan, Public Review Draft, May 24, 2005
Continuing our focus on the Mariano Rancho as a future residential development site, with as many as 302 dwelling units per the adopted *Housing Element*, Table 2 (pages 14 and 15) of the *General Plan Public Review Draft* presents the development potential for both residential and non-residential categories throughout the City. The *Draft* indicates, "Table 2 provides estimates of the amount of development that could reasonably be expected to occur in the city, sphere of influence, and potential expansion areas based on the densities and intensities allowed under each planning designation". These estimates

are sorted to "districts" and "corridors" (both of which are identified in the Draft General Plan Diagram following page 16 of the *Draft*), as well as "sphere of influence (SOI) / other infill" and "planned and pending developments" which, in our reading are not located on any figure of the *Draft*. In reviewing Table 2, it appears that Mariano Rancho is not represented among any of the described sub areas or projects. Thus while a development total of 302 units is the inferred unit potential of the site in the *Adopted Housing Element*, those units appear not to be included in any of the land use scenarios considered in the *Draft*, or its companion EIR *Draft*.

It is worth noting that among all four categories and their sub areas, Table 2 indicates an added development potential of 8,318 DU in the City, and this total appears to presume no development on the Mariano Rancho.

City of San Buenaventura, Comprehensive Plan Circulation Element Update Traffic Study, May 2005, Appendix E

From this document, it is evident that the Mariano Rancho is located within Sub Area 17 of the traffic analysis (Figure 3-1, Page 3-5). It will be noted that the report presents six figures using this base, one for each of six land use scenarios studied by the consultant. While the ADT pie chart varies among those six figures, Sub Area 17 includes the Mariano Rancho and the much larger surrounding area that includes the "Hillsides" area plus those intervening undeveloped sites between the "Hillsides" on the north and Poli Street and Foothill Road on the south.

Table 3-1 (page 3-4) of this report identifies the growth by land use type for the 17 sub areas of the study. A total of 435 dwelling units are identified for Sub Area 17 in Table 3-1. While this table refers specifically to Scenario 1 (of six) analyzed in the study, the 435 added unit ("total growth") total in Sub Area 17 is the same for all six scenarios. While 435 is clearly greater than the 302 unit development potential for Mariano Rancho inferred from the *Adopted Housing Element*, there is no way to tell from the studies we have if Mariano Rancho is included at any specific DU count.

Further, it is worth noting from Table 3-1 that the total growth potential for housing units among all 17 sub-areas of the traffic study is 8,539 dwelling units. For other scenarios, this total amount varies between 11,241 and 11,255 units, but the added unit count in Sub Area 17 remains constant at 435 units. Referring back to the discussion on Table 2 of the *General Plan Public Review Draft*, the development potential throughout the study area was estimated at 8,318 units. All six scenarios of the traffic study presume a greater unit total (meaning the traffic forecasts and findings are conservative...a good thing), but again we cannot isolate the specific development "placeholder" for Mariano Rancho.

Ms. Cecilia V. Estolano
July 15, 2005
Page 4

Conclusion
Given all of the above, we conclude that:

1. The *Adopted Housing Element* intended a total development of 302 residential units on Rancho Mariano.

2. The *General Plan Public Review Draft* identified a development potential of 8,318 residential units throughout the General Plan study area. Mariano Rancho does not appear to be part of that summary at any total, including the 302 units inferred by the *Adopted Housing Element*.

3. Mariano Rancho is included within Sub Area 17 of *The Comprehensive Plan Circulation Element Update Traffic Study*. That sub area is much larger than the footprint of Mariano Rancho. The projected housing growth in Sub Area 17 is 435 units regardless of the scenario evaluated. While 435 exceeds the 302 unit development total per the *Housing Element*, it still is not clear if the traffic study recognized / established a 302 unit "placeholder" for Mariano Rancho in circulation planning for the City.

4. In our experience, the ability to track, or "map", the development totals of a specific development proposal against prior land planning and circulation studies prepared at the city-wide level is an indispensable tool in reviewing and processing those eventual development applications. The documents we have do no allow us to conclude a consistency between the *Adopted Housing Element*, the *General Plan Public Review Draft*, and *The Comprehensive Plan Circulation Element Update Traffic Study* for the Mariano Rancho property.

5. While we've come to this conclusion as we tried to create this "map" for Mariano Rancho, we are concerned that virtually any future development proposal in the City could have the same difficulty, creating unnecessary trauma for the decision maker, staff, community and applicant. We recommend that such a mapping correlation process be framed now, as part of this General Plan review process, to avoid those unnecessary difficulties in the future. Such a framework may require refinement to these studies, or from a circulation perspective, might be relatively easily solved through a straight forward reconciliation process that presents a specific Traffic Analysis Zone (TAZ) exhibit and identifies a trip table (development summary and trip forecast), that for every TAZ, presents a development and trip making forecast that is deemed consistent with the selected Scenario of the General Plan adoption.

We have welcomed the opportunity to provide this investigation. Please call us if you have any questions.

Sincerely,

Linscott, Law & Greenspan, Engineers

Letter 21

COMMENTER: Cecilia V. Estolano, Gibson, Dunn & Crutcher, LLP, on behalf of Mariano Ranch, LLC

DATE: July 15, 2005

RESPONSE:

Response 21A

The commenter states concerns about what are perceived as inconsistencies between the housing growth projections contained in the Housing Element and the 2005 General Plan EIR. The Housing Element and the 2005 General Plan EIR use different methodologies to project possible growth because they have different purposes. The purpose of the analysis in the Housing Element was to demonstrate the ability to meet the City's housing needs; therefore, the numbers provided in the Housing Element illustrate the maximum development potential based upon the current zoning. The Draft EIR, on the other hand, is attempting to provide a "realistic" estimate of how much growth will actually occur through 2025 rather than illustrate the maximum amount of development that could occur theoretically. The growth factors upon which the Draft EIR analysis is based represent historic growth rates over the past 10 years (0.88% annually) and the past 20 years (1.14% annually). Theoretically, any of the land use scenarios considered in the Draft EIR could accommodate substantially more growth if all of the designations shown on the land use map(s) were built out to their maximum. However, it is unlikely that such growth would actually occur within the 20-year timeframe of the 2005 General Plan.

It is important to note that the EIR is an informational document, not a policy document, and that the growth numbers presented in the Draft EIR are assumptions developed for analytical purposes only. City and consultant staff attempted to distribute the future growth through the City in a manner consistent with the General Plan land use designations, Council direction, and current growth patterns in the City. However, the actual amount of growth that may occur in any given area may be higher or lower than that presented in the Draft EIR and a deviation from the number of projected units for any specific area would not represent an inconsistency with the General Plan.

Finally, it is also important to note that the proposed land use designation for the Mariano Ranch property about which the commenter is concerned (Low Density Residential) affords the same development potential as the current 1989 Comprehensive Plan designation (a maximum of 8 units per acre). Therefore, the development potential of the property has not changed.

Response 21B

The commenter attaches an analysis from a traffic engineering firm and requests that the traffic study include a traffic forecast for every traffic analysis zone that is consistent with all elements of the General Plan. A table such as that described by the commenter would not be useful and would more likely be the source of substantial confusion. As discussed under Response 21A, the maximum development potential estimates shown in the Housing Element and the

projections of growth over the next 20 years contained in the Draft EIR are not the same, nor are they intended to be as the two documents are intended to serve different purposes. It should again be noted that the development potential of the Mariano Ranch property about which the commenter is concerned would not change under the 2005 General Plan.

Response 21C

The commenter states an opinion that the biological resource analysis in the Draft EIR overstates the extent of coastal sage scrub in the Mariano Ranch area and individuates that biological resource impacts can likely be avoided if that area were to develop. The Draft EIR is intended to provide a conservative estimate of possible future impacts. It is correct that site-specific analysis of individual properties may reveal that biological resource impacts may be lower than suggested in this program level document. In any event, the City concurs with the opinion that biological resource impacts can be avoided or mitigated, as evidenced by the fact that the Draft EIR concludes that proposed General Plan policies would reduce biological resource impacts to a less than significant level.

Response 21D

The commenter notes that the Final EIR should clarify that linear parks shown in the hillside areas do not currently exist and, if they are to be developed, would need to be acquired through property acquisition or permitting of limited development to obtain parkland through dedications. The commenter also suggests that text be added to the figure depicting linear parks be amended to include text indicating that the alignments shown are conceptual and subject to change based upon site-specific conditions. The commenter is correct that linear parks in these areas would need to acquired or obtained through dedications. A note will be added to the EIR and General Plan maps indicating that the linear park locations are conceptual.

DTR Engineering

David J. Rose
Stephen B. Thompson

CIVIL ENGINEERING & SURVEYING

22

July 18, 2005

RECEIVED
JUL 18 2005
PLANNING DIV.

Ms. Lisa Y. Porras
City of San Buenaventura
Community Development Department
501 Poli Street
P.O. Box 99
Ventura, CA. 93002-099

Subject: General Plan Update

"Dear Ms. Porras,

My firm's review of the City draft EIR evaluating the effects on the environment of the new City General Plan is summarized as follows:

1. It does not appear to evaluate current and future potential redevelopment within the City and its ultimate effect on traffic, air quality, noise, etc A

2. It selects an already underutilized use of City lands, both within the City limits and Sphere of Influence boundaries, leading to Scenario No.1, but doesn't take into account natural population increases less deaths in addition to minor proposed housing increases. Use of antiquated SCAG guidelines fails to account for natural increases nor for redevelopment of such areas as the Harbor, Mid-Town and Ventura Avenue North to Canada Larga. B

3. The most appropriate population scenario should assume a rate of housing at 1.14% rather than 0.88%. C

4. It would be a burden on staff and costly to choose a population level that will be regularly exceeded, thus causing need for General Plan amendments, most of which would require complex and convoluted election campaigns. Using the SCAG population numbers is not being current and automatically causes almost every project to exceed City population and require a General Plan Amendment. D

5. General Plan Amendments in Ventura are expensive and problematic. E

6. As to one of our projects, Westwood Communities' Parklands, we assume that its location is considered infill in the new General Plan despite the need to annex it to the City. F

7. At S-11, Biological Resources, Impact BIO-1: A specific standard of 50 feet of setback from barrancas appears inconsistent with a Form Based Code approach in the New General Plan. Buffers from barrancas should be adaptable depending on (1) whether the barranca edge is where scenic retail or housing may be located, (2) the layout of contiguous parallel pedestrian and bike paths, etc. As an example, the buffer for Parklands is planned at 40 feet on each side of Brown Barranca. Where a barranca runs through a project area and not along one side, the amount of the buffer becomes doubled, impacting not only the adaptation of the barranca into the plan but keeping quite a bit of land out of use. G

8. At S-18, Public Services, Impact PS-3: We bring to your attention that a new school is not planned for the Parklands. H

9. At 4.11-18, City Park Facilities: Please recognize that the amount of acreage and size of public parks needs greater flexibility upon adoption of a Form Based Code approach to residential development. Our understanding of New Urbanism Parks calls for multiple parks of smaller acreage, dispersed through a proposed residential project. An example of this is our Parklands project, which has a proliferation of smaller than 5 acre parks, including tot lots, informal pitch and hit parks, etc. I

10. In the sections on Circulation and connecting streets, we strongly urge that not all connecting streets be required to be straight alignments between existing termini and entry into secondary and primary public streets. As an example, because of the strong desires of the residents west of Parklands, the east-west connector to Wells Road is designed to connect, but not in a straight run. This alignment was urged by the neighbors to the project as a means of keeping future trips from running through their home streets. Thus, we are urging that you provide street standards which allow for a convoluted, but nevertheless actual connection without having to leave an existing or proposed residential neighborhood. J

Respectfully submitted,

David J. Rose

David J. Rose
DTR Engineering

Chuck Cohen
Weston Benshoof Rochefort Rubalcava & MacCuish

Letter 22

COMMENTER: David J. Rose, DTR Engineering

DATE: July 18, 2005

RESPONSE:

Response 22A

The commenter states an opinion that the Draft EIR does not appear to evaluate the effects of current and future redevelopment. The Draft EIR evaluates the impacts of potential citywide growth through 2025, including intensification/reuse (including redevelopment of properties) and, in some instances, expansion of the City. As noted in Section 2.0, *Project Description*, approximately 8,300 housing units are assumed to be added to the City through intensification and reuse over the next 20 years and each of the analysis subsections in Section 4.0, *Environmental Impact Analysis*, evaluates the impacts associated with such intensification/reuse development. Traffic, air quality, and noise issues are discussed in detail in Sections 4.12, 4.3, and 4.10, respectively. Traffic impacts are further discussed in the full traffic study included in Appendix E.

Response 22B

The commenter states an opinion that the use of SCAG guidelines fails to account for natural population increases or the redevelopment of various areas. It is not clear to which SCAG guidelines the commenter is referring. The Draft EIR analysis discusses SCAG policies in Sections 4.14 and 4.15. However, as discussed in the Draft EIR, the population projections used in the Draft EIR exceed SCAG forecasts for the City; therefore, the City is not relying on SCAG's guidelines with respect to projected population growth through 2025. With respect to redevelopment, each of the Draft EIR land use scenarios anticipates the development of approximately 8,300 housing units in the City through intensification and reuse, including a substantial number of units in the Harbor, Midtown, and Ventura Avenue areas. Finally, both of the growth rates used in the Draft EIR (0.88% annually and 1.14% annually) are higher than the natural growth rate for the area, which is generally estimated at about 0.6% annually.

Response 22C

The commenter states an opinion that the 1.14% annual average growth rate is more appropriate than the 0.88% growth rate. These numbers were directed by City Council to be used as reasonable growth estimates over the next 20 years.

Response 22D

The commenter states an opinion that using SCAG population projections that are not current causes almost every project to exceed the City's population projections and therefore require a General Plan amendment.

The Draft EIR does not rely on SCAG forecasts. It merely acknowledges that the population projections used in the Draft EIR exceed SCAG growth forecasts for the City. Individual projects would not require a General Plan amendment merely because the City's population projections exceeds SCAG's forecast. The more likely scenario is that SCAG will update its forecasts to reflect the City's current growth projections following adoption of the 2005 General Plan. Similarly, it is anticipated that the Ventura County APCD will update its growth forecasts for Ventura in the 2007 AQMP that is currently in preparation.

Response 22E

The commenter notes that General Plan amendments are expensive and problematic. This comment is noted; however, as discussed above, exceedance of SCAG population forecasts would not necessitate a General Plan amendment for individual projects.

Response 22F

The commenter assumes that the Westwood Communities Parklands' project is considered infill even though the site requires annexation. The site is within the current Sphere of Influence and designated for urban use; therefore, its development would be included in the Intensification/Reuse Only scenario.

Response 22G

The commenter notes that the 50-foot buffer from riparian areas can affect large amounts of land and suggests that requiring such a buffer is inconsistent with a Form Based Code approach. This concern is noted. It is not clear why such a requirement would be inconsistent with a Form Based Code approach. Buffers can be adaptable depending upon circumstances, but the 50-foot buffer has been determined to provide the minimum distance needed to effectively protect riparian habitat and associated wildlife movement corridors. This minimum distance is consistent with that adopted by a number of communities in the southern California region.

Response 22H

The commenter notes that the Parklands project does not include a new school. This comment is noted. The developer will be required to pay State-mandated school impact fees.

Response 22I

The commenter notes that the size and acreage of parks needs greater flexibility under a Form Based Code approach. City staff agree with this statement generally and will continue to seek various means of meeting park and recreational demands associated with new development on a case-by-case basis. In addition, language has been added to the General Plan under Policy 6A as follows:

> *Update standards for citywide public parks and open space to include an expanded menu of shared park types, and identify locations and potential funding sources for acquiring new facilities in existing neighborhoods.*

Response 22I

The commenter suggests that not all connecting streets should be required to provide straight alignments between existing termini and entries into public streets. Specific alignments of new road extensions will continue to be reviewed on a case-by-case basis. The alignments shown in the Draft EIR and traffic study are conceptual only and will need to be adjusted to reflect on the ground conditions as part of individual project review.

WESTON BENSHOOF
ROCHEFORT RUBALCAVA MACCUISH LLP
ATTORNEYS AT LAW

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(805) 230-2301
ccohen@wbcounsel.com

July 18, 2005

CITY OF
SAN BUENAVENTURA

JUL 18 2005

COMMUNITY DEVELOPMENT

Ms. Kari Gialketsis, Principal Planner
Community Development Department
City of Ventura
501 Poli Street
Ventura, CA 93001

Re: City of Ventura Draft Environmental Impact Report, SCH # 2004101014

To Whom It May Concern:

I am responding to the extraordinary above captioned Draft EIR. I am certain that you have already been told that it works better than weights in the gym. While totally impressed, it doesn't mean that I don't have some concerns and comments.

A

Initially, I offer a concern about Scenario 1 and the population limited therein and related to an outdated SCAG maximum number for the City. During the course of the CPAC update, at least three population alternatives were announced, including a recommendation of the Planning Commission to peg the new number based on a ratio of 1.14% per year rather than 0.88%. Scenario 1 is very restrictive, and one could assume that the annual birth rate produces a greater number of new Ventura residents, at least by a factor of 1+%, than the number which die or leave the community for other reasons. It essentially omits or doesn't provide for at least some new residents attracted to this beautiful, now vibrant city.

I was unable to find a population allowance for redevelopment, particularly along major streets in mid-town, The Avenue and the Harbor.

While the General Plan is silent on population, the EIR is likely to be relied on by persons generally opposed to new projects, and it will be used as a supportable statistical basis to declare a new project as not being consistent with the General Plan as it relates to population, and its concomitant effects on traffic, air quality, etc., regardless of the absence of a formal cap in its text.

The foregoing analysis of the population base leads me to the more important, costly and time consuming concern that, while there is an implicit flexibility of dealing with added population, the current text could require worthwhile and well located applications to go through an amendment to the General Plan due to its reliance on the known unrealistic SCAG projection, which is already less than actual.

It is my understanding that the new General Plan is a precursor to the City adopting a Form Base Code approach to all new development. The initial application is taking shape in Downtown and was recently informally applied to the School District's Hails property under contract to The Olsen Company. Should my premise be correct, the EIR should be similarly oriented, and not include hard edge archaic current zoning standards. In that regard, it should be a prospectively designed General Plan.

To illustrate the foregoing, please consider:

Public Services:

B

Park Area: Ventura is a mature City with existing park and recreation areas, which have been added to over the years as needed. One outstanding feature of the City is its beaches, which provide a recreation amenity non-coastal cities would die for. Yet, it appears that the EIR is calling for the same green park acreage as is required in non-coastal cities. A review of Tables 4.11-8, 4.11-9 and 4.11-10 find sufficient park acreage aggregating from the three categories examined in those Tables. On the larger scale, Ventura is addressing active sports parks. In a Form Base Code setting, minimum 5 acre parks are arbitrary and likely questionable or unnecessary. More apropos would be an EIR statement to the effect that new projects require new ideas, dimensions and types of common recreation, specially in light of more attached housing, smaller lots and less private on-site recreation area. Thus, in my opinion, rigid park requirements are out of touch with the new planning paradigm.

C

Fire Facilities: The standards discussed in the EIR relate to a different, earlier time when fire fighters were primarily engaged in fire protection and fire fighting rather than as now, with a change of emphasis to serving as paramedics. There will always be a necessary role for fire personnel to keep our

cities safe and to do prevention. But old standards do not take into full consideration the requirements of the State Uniform Building Code, improved construction materials, e.g. roofing, and methods, e.g. interior sprinklers, wall construction treatment, etc. Thus, the issue is whether the EIR should comment generally rather than specifically on such facilities and crew numbers.

Biological Resources at page S-11: The specificity of the buffer area in Action 1.8 related to rivers, creeks and barrancas is too binding. Each of such natural settings need be protected, and protection provided from potential overflows to nearby development. But to specify an arbitrary set back of 50 feet is to, in my opinion, miss the point of the Form Base Code, which enables a recognition of greater integration, not based on arbitrary dimensions or distances, of such natural features with new projects to enhance the aesthetic, recreation and socialization character of such new projects. Thus, non intrusive bike and walking paths—not subject to effects of spillover—as well as detention/retention areas used for passive recreation could be forced away from the top of banks where the full experience of being close to water courses is best enjoyed. Similarly, the matter of proximity of restaurants or even residences to such water courses should be left to topographic and site design and safe and thoughtful construction methods, all of which would go through rigorous review to reach a more spontaneous, natural and random product. Such creativity should be rewarded and not preempted by language in the FEIR or the General Plan. D

Public Schools: PS-3 is a positive example of dealing with a generic matter of placement of new schools as need arises. E

Noise: F

Impact N-1: By specifying a sound wall in the EIR pursuant to Action 7.28, other values such as views of the Santa Clara River could be unintendedly obscured and subordinated. Such a sound issue could be addressed on a specific project look and not clutter the EIR and General Plan.

Utilities and Service Systems: G

Impact U-2(b): It is observed that the reference to sanitation capacity in this subsection specifies Ojai Valley Sanitary District capacity. It is found that the language in this subsection hands jurisdiction or development veto

power to that special district to the detriment of the City maintaining final authority and options. If it is necessary to specify the subject District, you might consider adding language, to wit: "only when the Ojai Valley Sanitary District has adequate capacity for projected wastewater flows or there is other mitigation approved by the City Engineer."

H

Population and Housing:

Impact PH-2: The finding of Significance after Mitigation in the third column of Table S-1 would not be required but for the tie-in of all Scenarios 1-6 to the SCAG population projection.

Transportation and Circulation:

I

Policy 3E and Action 3.17 are other positive examples of, in this case, dealing with road alignments and dimensions in a Form Based Code mode, wherein there is flexibility to provide for connectivity of existing to new roadways in a manner which enhances walkability and direct access without overburdening existing neighbors, e.g. design for Parklands' street system, particularly connecting the existing neighborhood street on the west boundary to Wells Road, but **not** necessarily in a straight alignment.

Congratulations on a heroic effort and documented study.

Very truly yours,

Charles W. Cohen
WESTON BENSHOOF
ROCHEFORT RUBALCAVA & MacCUISH
LLP

CWC/ec

660864.1

Letter 23

COMMENTER: Charles W. Cohen, Weston, Benshoof, Rochefort, Rubalcava & MacCuish, LLP

DATE: July 18, 2005

RESPONSE:

Response 23A

The commenter states an opinion that the 0.88% population growth rate considered in the Draft EIR is overly restrictive. The commenter also states concerns about reliance on SCAG population projections and what he believes is the lack of a "population allowance" for the Midtown, Ventura Avenue, and Harbor areas. Finally, the commenter states an opinion that the EIR should not include "hard edge archaic zoning standards."

The opinion with respect to the appropriate population growth rate for the City is noted. As noted in the Draft EIR, the 0.88% average annual growth rate assumed for Scenario 1 represents the average over the past 10 years, while 1.14% growth rate assumed for Scenarios 2-6 represents the average over the past 20 years. It is important to note that the growth rates assumed in the Draft EIR are not intended to be growth caps. Rather, they are estimates used for analytical purposes that are intended to provide a realistic picture of likely conditions in 2025.

As part of the overall anticipated growth, the Draft EIR relies on certain assumptions about where future growth might occur and assigns growth to areas throughout the City, including the Midtown, Ventura Avenue, and Harbor areas. However, as with the overall population growth assumptions in the Draft EIR, the assumed amount of growth for individual areas within the City are not meant to be growth caps for those areas. Any of the districts, corridors, or neighborhood centers could theoretically accommodate substantially more growth than assumed in the Draft EIR based on the land use designations. However, it is not realistic to assume that all areas of the City would build out to the maximum theoretical degree over the next 20 years.

In response to several comments on the Draft 2005 General Plan and Draft EIR, the table in the 2005 General Plan will be revised to eliminate the detailed estimates of future growth by geographic location. The Final 2005 General Plan will include a table that summarizes growth projections by general category (districts/ corridors, neighborhood centers, other) in order to eliminate confusion about whether the growth projections for individual areas used for the EIR analysis constitute growth caps for those areas.

The Draft EIR does not rely on SCAG forecasts. It merely acknowledges that the population projections used in the Draft EIR exceed SCAG growth forecasts for the City. Individual projects would not require a General Plan amendment merely because the City's population projections exceeds SCAG's forecast. The more likely scenario is that SCAG will update its forecasts to reflect the City's current growth projections following adoption of the 2005 General

Plan. Similarly, it is anticipated that the Ventura County APCD will update its growth forecasts for Ventura in the 2007 AQMP that is currently in preparation.

It is correct that the City intends to adopt a Form Based Code subsequent to approval of the 2005 General Plan. However, it is not clear which zoning standards to which the commenter is referring. The Draft EIR analysis does not rely on current zoning standards.

Response 23B

The commenter states concerns about the use of current City park standards in the Draft EIR and suggests that the EIR is "calling for the same green park acreage as is required in non-coastal cities." The commenter also states an opinion that the use of rigid park requirements is not appropriate. The opinion regarding park standards is noted. The Draft EIR uses current City park acreage standards to estimate future demand for parks. However, it is true that acreage is only one component of park demand. In addition, as noted in the Draft EIR, the estimate of existing park acreage does not include beaches, schools, or regional park and open space facilities located outside the Planning Area. All of these facilities offset the "shortfall" of parks identified in the Draft EIR and will continue to do so in the future. The City will continue to seek creative ways of meeting the park and recreational needs of the community, which likely will involve some variation from the adopted standards in some instances. In addition, language has been added to the General Plan under Policy 6A as follows:

> *Update standards for citywide public parks and open space to include an expanded menu of shared park types, and identify locations and potential funding sources for acquiring new facilities in existing neighborhoods.*

As noted in the Draft EIR, the continued collection of park fees and use of these funds to develop new parks and recreational facilities would reduce park-related impacts to a less than significant level.

Response 23C

The commenter states an opinion that the standards for fire protection service discussed in the Draft EIR are inappropriate given the current emphasis on paramedics. The commenter also suggests that the EIR should comment on fire service more generally, rather than providing information about specific personnel and facility needs. These opinions are noted. The information regarding current fire service needs was obtained directly from the Ventura Fire Department as part of the Draft EIR preparation. Therefore, it is presumed that the needs identified in the Draft EIR reflect the current Department needs.

Response 23D

The commenter states an opinion that the 50-foot riparian area setback specified in the Draft EIR is unnecessarily binding, noting that in certain circumstances a less restrictive setback may be adequate. This opinion is noted. The City will retain flexibility in how the setback requirement is to be applied. However, the recommended 50-foot buffer provides the minimum determined to be needed to maintain the biological integrity of "natural" riparian areas.

Response 23E

The commenter states agreement with the manner in which school impacts is addressed in the Draft EIR. No response is necessary.

Response 23F

The commenter states an opinion that the need for sound walls would be more appropriately addressed as part of a specific project than as part of the General Plan. This opinion is noted. The action mentioned by the commenter is intended to address existing noise issues for current residences located adjacent to area freeways. Project-specific analysis of future development proposals would not address this existing condition.

Response 23G

The commenter suggests a revision to Mitigation Measure U-2(b) to provide additional flexibility for the City. In response to this comment, Measure U-2(b) is revised to read as follows (new text is underlined):

> *U-2(b)* ***Ojai Valley Sanitary District Capacity.*** *The following action shall be added to the 2005 General Plan if Scenario 5 or any other scenario that includes both the North Avenue and Western Cañada Larga expansion areas is selected:*
>
> - *Allow development within the North Avenue expansion area or Western Cañada Larga expansion only when the Ojai Valley Sanitary District has adequate treatment capacity for projected wastewater flows or other mitigation is approved by the City Engineer.*

Response 23H

The commenter notes that the unavoidably significant impact relating to population projections is due to the comparison to SCAG growth forecasts. This is correct. However, it should be noted that the unavoidably significant impact does not prevent the City from approving the 2005 General Plan, nor does it mean that future individual projects would be inconsistent with the General Plan. The City merely needs to acknowledge the discrepancy between the forecasts and adopt a Statement of Overriding Considerations setting forth the reasons the project's benefits outweigh the impact. It is anticipate that SCAG will update its population forecasts for the City in response to new projections provided by the City following approval of the General Plan Update.

Response 23I

The commenter states agreement with the approach taken in General Plan Policy 3E and Action 3.17. No response is necessary.

24

4:50pm

RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division
Christopher Stephens
Director

July 18, 2005

Post-it® Fax Note 7671	Date 7-18-05	# of pages ▶ 28
To K. Gialketsis	From C Morehouse	
Co./Dept.	Co.	
Phone #	Phone #	
Fax #	Fax #	

Kari Gialketsis, Principal Planner
Community Development Department
City of San Buenaventura
501 Poli Street, P.O. Box 99
Ventura, CA 93002-0099

FAX #: (805) 653-0763

CITY OF SAN BUENAVENTURA
JUL 18 2005
COMMUNITY DEVELOPMENT

SUBJECT: Draft EIR for Comp. Plan Update

Thank you for the opportunity to review and comment on the above subject document. Attached are the comments that we have received resulting from an intra-county review of the projects.

Any responses to these comments should be sent directly to the commenter, with a copy to Carl Morehouse, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Carl Morehouse at (805) 654-2476.

Sincerely,

Christopher Stephens
County Planning Director

Attachment

County RMA Reference Number 04-086-2

Letter 24

COMMENTER: Christopher Stephens, County Planning Director, County of Ventura Resource Management Agency

DATE: July 18, 2005

RESPONSE:

The commenter notes that comments from individual departments at the County of Ventura are attached to his letter. Responses to individual department comments are included in the responses to Letters 25-28.

County of Ventura
Planning Division
MEMORANDUM

25

TO: Carl Morehouse

DATE: July 18, 2005

FROM: Bruce Smith, Manager
General Plan Section

SUBJECT: Draft Environmental Impact Report for Update of Comprehensive Plan (City of San Buenaventura)

The Ventura County Planning Division has reviewed the Draft Environmental Impact Report (DEIR) for the Update of the City of San Buenaventura Comprehensive Plan. While the EIR itself appears to adequately address the impacts of the Comprehensive Plan Update, we offer the following comments relative to conflicts with the County General Plan with respect to Saticoy and the North Ventura Avenue Area:

Conflict with Saticoy Area Plan

A

The City's proposed Comprehensive Plan indicates that the residential neighborhood between Nardo Street and Rosal Lane is designated as "Medium Density Residential (9-12 dwelling units per acre"). The area south of Rosal Lane is designated as "Industrial" by the Comprehensive Plan.

The Ventura County Saticoy Area Plan designates the Rosal Lane area as "2-Family Residential" which is consistent with the City's Plan, but the County's residential designation extends further south 225 feet into the area designated by the City as "Industrial". This conflict between the City and County plans creates an 8.5-acre "no-man's land" which is not developable because the City is unable to extend water service for a residential land use which is inconsistent with the Comprehensive Plan and the County cannot approve industrial development on land zoned and planned for residential development. The area cannot be annexed to the City as it is not currently contiguous to the existing City limits. The County plan designation has been in place since at least 1967. Land use in this "no man's land" area is largely vacant, but includes two or three residential units south of Rosal Lane at Alelia Avenue, and one small commercial property fronting on Los Angeles Avenue. We presume that the City does not intend a conflict and that the Comprehensive Plan map may reflect a mapping error. We ask that the City evaluate this conflict with the County's plan and determine whether or not a boundary adjustment is appropriate at this time.

B

Conflict with North Ventura Avenue Area Plan

In 1982 and 1984 the City and County jointly adopted an area plan for the North Ventura Avenue area. Policies of the joint plan required that future City and County amendments should be processed and approved by both jurisdictions to avoid conflicts between City and County plans for the area. Although there were minor differences between the City and County plans for the North Ventura Avenue area in formatting and terminology even when first adopted, the City plan has evolved over time and now evidences significant land use conflicts with the County Area Plan. The principal differences appear to be that the former "Floodplain" area is now largely designated as "Agriculture"; a portion of the former "Floodplain" area (the unincorporated portion of the City's wastewater treatment plant site) has been designated as "Industrial" and large areas formerly designated as "Oil Extraction Industrial" have been re-designated as "Industrial", "Agricultural" or "Open Space". While we have no particular concerns with most of the land use amendments the City has approved over time, we are concerned that the two plans are no longer in sync, resulting in confusion and unnecessary complications for applicants for discretionary applications. We suggest that the City direct its staff to work with the County to identify and eliminate where feasible conflicts between the City and County plan either by amendment of the County Plan, the City Plan or both, as appropriate.

We also suggest that the proposed "Industrial" designation of the unincorporated portion of the City treatment plant may be inappropriate because of the potential flood hazard. We suggest a designation of "Public and Institutional" would better serve as a land use designation for this site.

Thank you for the opportunity to review the Draft EIR and Comprehensive Plan Update.

Letter 25

COMMENTER: Bruce Smith, Manager, General Plan Section, County of Ventura Planning Division

DATE: July 18, 2005

RESPONSE:

Response 25A

The commenter notes a discrepancy between the General Plan land use map and the County's Saticoy Area Plan for properties along the south side of Rosal Lane. This discrepancy is addressed as part of the "Intensification/Reuse + Minor Map Clean-Up" alternative studied in Section 6.0, *Alternatives*. City staff are recommending revision of the General Plan land use map to provide a "Residential Medium Density" designation for the properties in question. It should also be noted that one of the property owners submitted a comment letter (Letter 5) correcting the APNs listed in the Draft EIR. Those numbers will be corrected in the Final EIR.

Response 25B

The commenter suggests that City and County staff work together to resolve discrepancies between the City and County plans for the North Ventura Avenue area. The commenter also suggests that the "Industrial" designation for the unincorporated portion of the City's treatment plant may be inappropriate because of the potential flood hazard in the area. City staff will continue to work with County staff regarding the planning of the North Ventura Avenue area. With respect to the water treatment plant site, it is presumed that the commenter is referring to the area immediately north of the treatment plant. That area is already designated "Industrial" in the current Comprehensive Plan. Therefore, the "Industrial" designation represents no change. Any development within the 100-year flood zone would need to comply with FEMA requirements as well as the requirements of the City's Floodplain Ordinance.

26

VENTURA COUNTY
WATERSHED PROTECTION DISTRICT
PLANNING AND REGULATORY DIVISION
800 South Victoria Avenue, Ventura, California 93009
PAUL CALLAWAY, Permit Manager - 805 654-2011

DATE: July 14, 2005

TO: CARL MOREHOUSE

FROM: PAUL CALLAWAY

SUBJECT: Comments to the DEIR for the Ventura's General Plan Update
RMA 04-086-2

We have reviewed the DEIR and have the following comments on our areas of concern

PERMIT SECTION:

A

In section 4.8 the DEIR discusses ways to mitigate the increase in peak runoff due to the increase in impervious area from the proposed future development scenarios. In reviewing the proposed mitigation measures to make the effect less than significant we found that these measures are acceptable but we think that developments and re-developments in the areas adjacent to our jurisdictional channels should be conditioned, as an additional possible mitigation measure, to dedicated right of way to meet the future needs of the Watershed Protection District (District), and to build and dedicate to the District improvements that will address the deficient facilities along and in those channels. These right of way needs will depend on the type of channel the city would like to see in these areas such as a soft environmentally friendly channel which would require a larger right of way compared to the District's preferred channel which is a vertical walled concrete channel with access road.

ENVIRONMENTAL SERVICES SECTION:

B

The Environmental Services Section of the District has reviewed the DEIR dated June 2005, and has the following comments.

The lands and land use changes that are evaluated in the DEIR, including project alternatives, may include impacts on engineered drainages, debris or detention basins, rivers or streams, and adjacent 100-year floodplains that are owned by the District or subject to the District's jurisdiction.

The proposed plan and the policies therein, present an opportunity for the District to work cooperatively with the City of Ventura to set aside undeveloped floodplains for the purpose of providing "soft" solutions to flood control and to maintain rivers and streams

In their natural state. These public trust resources are amenities that improve the quality of life in the City of Ventura and its Sphere of Influence.

Section 4.8 of the DEIR identifies flooding and flood mitigation measures for developable areas within the 100-year floodplain under each land use scenario. In addition, several Actions (Actions 1.10, 1.14, 5.2) described in this section indicate that the City will pursue removal concrete and renovation of flood control facilities for the purpose of creating "soft" flood control facilities (e.g., natural stream, wetlands, etc.) and greenbelts.

In most cases, natural channels generally require a much wider floodplain than engineered structures. However we note that the proposed plan does not present any land use goals, policies or actions that would limit development in the floodplains or encourage dedication of floodplain for such purposes. Further, policies that limit the use of variances that would allow development in the 100-year floodplain should also be considered and included in the adopted plan.

The DEIR also describes mitigation measures for development in 100-year floodplains in the various land use scenarios. These include structural or building solutions that elevate finish floors, and/or Letters of Floodplain Map Revision from FEMA. In light of the plan goals for soft solutions to flood control, these mitigation measures are incongruous. If the City intends to restore and maintain natural streams for flood control purposes over the life of the plan, land use policies which promote this approach to flood control and dedication of floodplain right-of-way must be adopted, applied, and enforced.

Establishing and strengthening protective policies for floodplains in this plan update is valuable. As history illustrates, over time, continued encroachment into the floodplain by urban development in cities and in unincorporated areas results in substantial flooding problems, which then require traditional flood control improvements. Moreover, the pressure for additional tax-payer funded flood control projects in natural rivers and streams will increase.

K:\WQ\Environmental Services\EIR Reviews\City of Ventura Comp Plan_DEIR.DOC

If you have any questions on this matter please feel free to call me at 805-654-201 1

Very Truly Yours,

Paul Callaway, P.E.
Manager, Permit Section
Planning and Regulatory Division

K:\WQ\Environmental Services\EIR Reviews\City of Ventura Comp Plan_DEIR.DOC

Letter 26

COMMENTER: Paul Callaway, Ventura County Watershed Protection District

DATE: July 14, 2005

RESPONSE:

Response 26A

The commenter suggests that the EIR should include an additional mitigation measure requiring the dedication of right-of-way for future Watershed Protection District needs for developments adjacent to jurisdictional channels. In response to this comment, Mitigation Measures HWQ-2 will be amended to read as follows (new text is added):

HWQ-2 ***Additional Drainage Actions.*** *The following actions shall be added to the 2005 General Plan to address existing storm drain system deficiencies:*

- *Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City.*
- *Adopt assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist (e.g., Downtown district, Ventura Avenue corridor, and Harbor district).*

The following actions are recommended to minimize the impact of future development on the local storm drain system and implement City goals regarding sustainable infrastructure:

- *As feasible, require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff. Such methods may include, but are not limited to, (1) the use of pervious paving material within parking lots and other paved areas to facilitate rainwater percolation; and (2) construction of retention/detention basins to limit runoff to pre-development levels and to encourage infiltration into the groundwater basin.*
- *Where deemed appropriate, require new developments adjacent to Ventura County Watershed Protection District channels to dedicate necessary right-of-way to meet future District needs.*

Response 26B

The commenter reiterates the need for dedicated right-of-way adjacent to District drainage channels and suggests that the General Plan should strengthen land use policies to direct development away from floodplains rather than providing for structural solutions to flooding issues. Please see Response 26A. Also, the proposed 2005 General Plan is primarily intended to direct development away from drainages and focus on intensification and reuse within the

already urbanized areas of the City and contains many policies and statements that enforce this intent. In the event that any structural solutions are considered, the City will discuss them with the Watershed Protection District.

27

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Carl Morehouse, Planning DATE: July 13, 2005

FROM: Alicia Stratton AS

SUBJECT: Request for Review of Draft Environmental Impact Report for the Update of 1989 Comprehensive Plan, City of Ventura (Reference No. 04-086-2)

The proposed project involves the update of the 1989 Comprehensive Plan, which serves as the blueprint for the development of the City. Each of the Comprehensive Plan elements other than the Housing Element (an update of which was approved earlier this year) will be updated with goals, policies, and objectives that reflect the current needs and preferences of the community. The land use map will also be updated.

The City intends to emphasize infill development and reuse of developed lands within he current Sphere of Influence over the life of the Comprehensive Plan Update (through 2025), and has identified a number of growth districts and corridors where infill/reuse is to be focused. However, as part of the Comprehensive Plan update, the City is also considering inclusion of certain areas outside the current Sphere of Influence for future development.

We wish to submit the following comments on the draft environmental impact report;

1. Table 4.3-1 on Page 4.3-2 should be revised to reflect that the federal one-hour ozone standard has been revoked, effective June 15, 2005 (see attached). The corresponding paragraph discussing the table should be revised accordingly (Pages 4.3-2 and 4.3-3). A

2. The discussion on Current Ambient Air Quality on Page 4.3-5 should be revised to include data from the APCD air quality monitoring station at Emma Wood near Ventura. Data from this monitoring station is representative of air quality in the coastal areas of Ventura; data from the El Rio monitoring station is more representative of the inland portions of Ventura. The Emma Wood station only monitors ozone levels. B

3. The discussion of the 1994 Air Quality Management Plan (AQMP) in Section 4.3.1 Setting (d) on Page 4.3-5 should include this statement following the last sentence of the fifth paragraph: "To that end, the APCD is currently developing a new AQMP, which will be completed in 2007. The 2007 AQMP will contain C

strategies for attainment of the new eight-hour federal ozone standard by 2010. It will also incorporate updated projections of population, dwelling units and motor vehicle emissions."

4. The second paragraph on Page 4.3-14 should be revised to state that: "The Ventura County AQMP provides recommendations for reducing emissions from transportation-related sources by reducing vehicle use or improving traffic flow. These techniques are referred to as Transportation Control Measures (TCMs)." D

5. The Mitigation Measures discussion on Page 4.3-20 should be expanded to include this additional measure: "Require other air pollutant mitigation measures found feasible at the time of project approval." E

If you have any questions, please call me at 645-1426 or email me at alicia@vcapcd.org.

U.S. Environmental Protection Agency

Air & Radiation

Air & Radiation Home
Where You Live
Basic Information
Indoor Air
Transportation/Fuels
Nonroad Equipment
Acid Rain
Ozone Depletion
Climate Change
Visibility
Toxic Air Pollutants
Radiation
Grants & Funding
Publications
What You Can Do
Tools & Technical Info
AIRNow
Emissions Trading
Air Data & Maps
Green Vehicles
TTN - Technology Transfer Network

National Ambient Air Quality Standards (NAAQS)

The Clean Air Act, which was last amended in 1990, requires EPA to set **National Ambient Air Quality Standards** for pollutants considered harmful to public health and the environment. The Clean Air Act established two types of national air quality standards. ***Primary standards*** set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly. ***Secondary standards*** set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.

The EPA Office of Air Quality Planning and Standards (OAQPS) has set National Ambient Air Quality Standards for six principal pollutants, which are called "criteria" pollutants. They are listed below. Units of measure for the standards are parts per million (ppm) by volume, milligrams per cubic meter of air (mg/m^3), and micrograms per cubic meter of air ($\mu g/m^3$).

National Ambient Air Quality Standards

Pollutant	Primary Stds.	Averaging Times	Secondary Stds.
Carbon Monoxide	9 ppm (10 mg/m^3)	8-hour[1]	None
	35 ppm (40 mg/m^3)	1-hour[1]	None
Lead	1.5 $\mu g/m^3$	Quarterly Average	Same as Primary
Nitrogen Dioxide	0.053 ppm (100 $\mu g/m^3$)	Annual (Arithmetic Mean)	Same as Primary
Particulate Matter (PM_{10})	50 $\mu g/m^3$	Annual[2] (Arith. Mean)	Same as Primary
	150 ug/m^3	24-hour[1]	
Particulate Matter ($PM_{2.5}$)	15.0 $\mu g/m^3$	Annual[3] (Arith. Mean)	Same as Primary
	65 ug/m^3	24-hour[4]	
Ozone	0.08 ppm	8-hour[5]	Same as Primary
Sulfur Oxides	0.03 ppm	Annual (Arith. Mean)	------
	0.14 ppm	24-hour[1]	------
	------	3-hour[1]	0.5 ppm (1300 ug/m^3)

[1] Not to be exceeded more than once per year.

[2] To attain this standard, the 3-year average of the weighted annual mean PM_{10} concentration at each monitor within an area must not exceed 50 ug/m^3.

[3] To attain this standard, the 3-year average of the weighted annual mean $PM_{2.5}$ concentrations

EPA National Ambient Air Quality Standards (NAAQS)

from single or multiple community-oriented monitors must not exceed 15.0 ug/m^3.

[4] To attain this standard, the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 65 ug/m^3.

[5] To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.08 ppm.

Frequently Asked Questions | Technical Information

EPA Home | Privacy and Security Notice | Contact Us

Last updated on Tuesday, July 12th, 2005
URL: http://epa.gov/ttn/naaqs/criteria.html

Letter 27

COMMENTER: Alicia Stratton, Ventura County Air Pollution Control District

DATE: July 13, 2005

RESPONSE:

Response 27A

The commenter suggests revising Table 4.3-1 to reflect the fact that the federal one-hour ozone standard was revoked on June 15, 2005. That table and the corresponding text will be revised accordingly in the Final EIR. This minor text change will not affect any EIR findings or conclusions.

Response 27B

The commenter suggests that the discussion of ambient air quality on page 4.3-5 should be revised to include data for the Emma Wood monitoring station. In response to this comment, the following table will be added to EIR Section 4.3-3 and the accompanying text will be revised accordingly. Subsequent tables will be renumbered.

Table 4.3-3
Ambient Air Quality Data for the Emma Wood Monitoring Station

Pollutant	Air Pollution Data		
	2002	2003	2004
Ozone, ppm - maximum hourly concentration (ppm)	0.078	0.094	0.093
Number of days of state exceedances (>0.09 ppm)	0	3	1
Number of days of federal exceedances (>0.12 ppm)	0	0	0
Ozone, ppm - maximum 8-hour concentration (ppm)	0.069	0.078	0.082
Number of days of federal exceedances (>0.08 ppm)	0	0	1

Source: ARB, Air Quality Data Statistics; available at http://www.arb.ca.gov/aqd/aqdpage.htm.

Response 27C

The commenter suggests the addition of a sentence about the 2007 AQMP. In response to this comment, the following will be added to the end of the first paragraph under subsection d (Air Quality Management Plan):

> *To that end, the APCD is currently developing a new AQMP, which will be completed in 2007. The 2007 AQMP will contain strategies for attainment of the new eight-hour*

federal ozone standard by 2010. It will also incorporate updated projections of population, dwelling units, and motor vehicle emissions.

This minor text changes does not affect the EIR findings or conclusions.

Response 27D

The commenter suggests a clarification with respect to AQMP programs to reduce vehicle use and improve traffic flow. In response to this comment, the first two sentences of the first full paragraph of page 4.3-14 will be replaced with the following:

The Ventura County AQMP provides recommendations for reducing emissions from transportation-related sources by reducing vehicle use or improving traffic flow. These techniques are referred to as Transportation Control Measures (TCMs).

This minor text change does not affect the EIR findings or conclusions.

Response 27E

The commenter suggests an additional mitigation measure. In response to this comment, the first bullet point of Measure AQ-2 will be revised to read as follows (new text is underlined):

- *Require air quality analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval.*

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PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM

DATE: June 23, 2005

TO: Resource Management Agency, Planning Division
Attention: Carl Morehouse

FROM: Nazir Lalani, Deputy Director NL

SUBJECT: Review of Document 04-086-2, Draft EIR
Update of the 1988 Comprehensive Plan for the City of Ventura
Project involves updating the 1988 plan through the year 2025 with the current goals, policies and objectives that reflect the current needs and preferences of the community. The plan will also consider inclusion of certain areas outside the current Sphere of Influence for development.
Project Applicant/ Lead Agency: City of San Buenaventura

The Public Work Agency - Transportation Department has reviewed the revised the Draft Environmental Impact Report (DEIR) to update the City of Ventura Comprehensive Plan, which serves as a blue print for development in the City. Our comments are the same as in our memo dated November 1, 2004 and are as follows:

The EIR should address the following comments:

1. Road improvements associated with all six scenarios along the major transportation corridors should match those shown in Appendix 8.3 of the County's General Plan Update DEIR. A copy of Appendix 8.3 is attached. The major corridors include Victoria Avenue, Olivas Park Drive, Harbor Blvd, Ventura Avenue, Foothill Road, Telegraph Road, Hwy 118 and Hwy 232. This would include bicycle and pedestrian facilities. A

2. On Page S-1, the DEIR makes reference to North Avenue, Olivas Park, Serra, Western Canada Larga and Poinsettia areas. A map should be provided to indicate the limits of these areas. B

3. Page 4.12-10 "Presently, two trains in both AM and PM operate the entire length of the route between Ventura and Union Station." There are three Metrolink trains that operate currently along this stretch. The EIR should make this correction. C

4. As noted in our memo on the Notice of Preparation of the DEIR, dated January 20, 2005, in accordance with the Ventura LAFCO Commissioner's Handbook, section 3.2.1, cities shall annex entire roadway sections adjacent to territory proposed to be annexed and shall include complete intersections. The EIR should require conditions for annexing county roadway section adjacent to the development, when the proposed expansion areas are developed. D

5. As noted in our memo on the Notice of Preparation of the DEIR, dated January 20, 2005 the updated 2025 comprehensive plan should address annexing of unincorporated islands in the County such as Montalvo, and developed areas immediately adjacent to the City limits such as Saticoy and existing development on North Ventura Avenue. E

6. One of the alternatives being considered by the Comprehensive Plan Update includes annexation and development of the Canada Larga area. As demonstrated by the 2005 winter storms, this area is prone to major damage by flooding. The EIR should address this issue. F

7. Ventura Avenue south of Shell Road is subject to severe flooding during winter storms. Annexation of this area by the City should address the need to provide an adequate storm drain system. G

8. All of the scenarios are associated with major intersection and road segment improvements that will be needed to mitigate the traffic growth generated by the land use changes. The EIR should address how these improvements are to be funded. H

9. The cumulative impacts of the development of this project when considered with the cumulative impact of all other approved (or anticipated) development projects in the County will be potentially significant. To address the cumulative adverse impacts of traffic on the County Regional Road Network, the appropriate Traffic Impact Mitigation fees should be paid to the County when development occurs. With payment of the Traffic Impact Mitigation Fees, the Level of Service and safety of the existing roads would remain consistent with the County's General Plan. I

Our review of this project is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 if you have questions.

Attachment: Appendix 8.3

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8.3 Summary of Traffic Model Results

Road Name	Road Limits	Road Classification	Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 8-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
			Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
US 101	Central Avenue to Del Norte Blvd.	hwy	6	145,000	F	176,330	F	6	176,330	F	10	180,300	D	8	175,800	E	8	175,600	E	8	176,200	F
US 101	State Route 1 to Johnson Drive	hwy	8	150,000	F	202,300	F	10	202,300	D	10	205,500	D	10	202,300	D	10	202,300	D	10	202,400	D
US 101	State Route 33 to Santa Barbara County Line	hwy	4	72,000	D	91,000	F	6	91,000	C	6	91,000	C	6	91,000	C	6	91,000	C	6	91,000	C
State Route 1	Los Angeles County Line to Las Posas Road	1	2-4	10,700	A-C	14,000	A-D	4	14,000	A	4	14,000	A-D	4	14,000	A-D	4	14,000	A-D	4	14,000	A-D
State Route 1	Las Posas Road to Hueneme Road	hwy	4	16,900	A	16,000	A	4	16,000	A	4	16,000	A	4	16,000	A	4	16,000	A	4	16,000	A
State Route 1	Hueneme Road to Etting Road (Oxnard city limits)	hwy	4	16,900	A	23,000	B	4	23,000	A	4	23,000	A	4	23,000	A	4	23,000	A	4	23,000	A
State Route 23 North	Thousand Oaks City Limit to Moorpark City Limit	hwy	4	60,000	C	60,000	D	4S	60,000	D	4S	60,000	D	4S	60,000	D	4S	60,000	D	4S	60,000	D

			Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 8-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
Road Name	Road Limits	Road Classification	Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
State Route 23 North	Moorpark city limits to Bardsdale Avenue	III	2	6,400	E	14,200	E	2	14,200	E	2	13,800	E	2	14,000	E	2	14,000	E	2	12,400	E
State Route 23 North	Bardsdale Avenue to Fillmore City Limits	II	2	8,700	D	13,300	E	2	13,300	E	2	13,400	E	2	13,600	E	2	13,600	E	2	13,400	E
State Route 33	US 101 to Stanley Avenue	fwy	4	n/a	n/a	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C
State Route 33	Stanley Avenue to Shell Road	fwy	4	n/a	n/a	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C
State Route 33	Shell Road to Canada Larga Road	fwy	4	n/a	n/a	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C
State Route 33	Canada Larga Road to Casitas Vista Road (end of Ojai Freeway)	fwy	4	n/a	n/a	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C	4	50,200	C
State Route 33	End of Ojai Freeway to Creek Road	II	2	25,500	F	27,000	F	4	27,000	F	4	27,000	B	4	27,000	B	4	27,000	B	4	27,000	B
State Route 33	Creek Road to Santa Ana Boulevard	II	2	22,500	F	24,000	F	4	24,000	F	4	24,000	B	4	24,000	B	4	24,000	B	4	24,000	B
State Route 33	Santa Ana Boulevard to State Route 150 West	II	2	22,500	F	24,000	F	2	24,000	F	2	24,000	E	2	24,000	E	2	24,000	E	2	24,000	E

			Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 8-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
Road Name	Road Limits	Road Classification	Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP. LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
State Route 33	State Route 150 West to Ojai City Limit	I	2	19,400	E	24,300	E	2	24,300	E	2	24,300	E	2	24,300	E	2	24,300	E	2	24,300	E
State Route 33	El Roblar Drive (Ojai City Limit) to La Luna Avenue	II	2	9,300	D	12,600	E	2	12,600	E	2	12,600	C	2	12,600	C	2	12,600	C	2	12,600	C
State Route 33	La Luna Avenue to Santa Barbara Co. Line	II	2	9,300	D	12,600	E	2	12,600	E	2	12,600	C	2	12,600	C	2	12,600	C	2	12,600	C
State Route 34	Rice Avenue (Oxnard City limits) to Pleasant Valley Road	I	2	15,000	D	21,000	E	2	21,000	E	4	21,000	B	4	21,000	B	4	21,000	B	4	21,000	B
State Route 34	Pleasant Valley Road to Las Posas Road	I	2	15,000	D	18,000	E	2	18,000	E	4	18,000	A	4	18,000	A	4	18,000	A	4	18,000	A
State Route 34	Las Posas Road to Pleasant Valley Road (Camarillo City Limit)	I	2	10,400	D	18,000	E	2	18,000	E	4	18,000	A	4	18,000	A	4	18,000	A	4	18,000	A
State Route 34	Camarillo city limits to State Route 118	I	2	15,200	D	21,200	E	2	21,200	E	4	21,100	B	4	21,100	B	4	21,600	B	2	19,600	E

			Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 6-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
Road Name	Road Limits	Road Classification	Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
State Route 118	Ventura City Limits to State Route 232	I	4	39,500	D	50,000	E	4	50,000	E	6	50,000	C	6	50,000	C	6	50,000	C	6	50,000	C
State Route 118	State Route 232 to Rose Avenue	I	2	20,900	E	27,000	E	4	27,000	B	4	27,000	B	4	27,000	B	4	27,000	B	2	17,000	E
State Route 118	Rose Avenue to Santa Clara Avenue	I	2	20,800	E	27,000	E	4	27,000	B	4	27,000	B	4	27,000	B	4	27,000	B	2	17,000	E
State Route 118	Santa Clara Avenue to Bradley Road	I	2	14,500	D	22,800	E	2	22,800	E	4	22,600	B	4	23,000	B	4	23,500	B	2	22,800	E
State Route 118	Bradley Road to State Route 34	I	2	14,500	D	22,800	E	2	22,800	E	4	22,600	B	4	23,000	B	4	23,500	B	2	22,800	E
State Route 118	State Route 34 to Balcom Canyon Road	I	2	18,600	E	33,100	F	4	33,100	C	4	33,100	C	4	21,900	B	4	34,600	C	2	32,800	F
State Route 118	Balcom Canyon Road to Grimes Canyon Road	I	2	19,000	E	30,000	F	4	30,000	C	4	35,000	C	4	35,000	C	4	37,000	C	2	31,000	F
State Route 118	Grimes Canyon Road to Moorpark City Limits	I	2	19,000	E	30,000	F	4	30,000	C	4	35,000	C	4	35,000	C	4	37,000	C	2	31,000	F

Road Name	Road Limits	Road Classification	Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 8-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
			Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
State Route 118	Moorpark city limits to Los Angeles Co. Line	fwy	6	111,000	D	140,400	F	6	140,400	F	6	141,400	F	6	141,000	F	6	143,000	F	6	141,100	F
State Route 126	Ventura city limits to Santa Paula city limits	fwy	4	59,000	C	62,100	C	4	62,100	C	4	62,150	C	4	61,800	C	4	62,200	C	4	62,100	C
State Route 126	Santa Paula city limits to Old Telegraph Road	I	4	32,000	C	40,800	D	4	40,800	D	4	40,300	D	4	40,300	D	4	40,300	D	4	40,500	D
State Route 126	Old Telegraph Road to Fillmore city limits	I	4	32,000	C	40,800	D	4	40,800	D	4	40,300	D	4	40,300	D	4	40,300	D	4	40,500	D
State Route 126	Fillmore city limits to Los Angeles county line	I	4	20,800	B	33,000	C	4	33,000	C	4	33,000	C	4	33,000	C	4	33,000	C	4	34,000	C
State Route 150	Santa Barbara county line to Burnham Road	III	2	2,900	C	3,600	D	2	3,600	D	2	3,500	D	2	3,500	D	2	3,500	D	2	3,500	D
State Route 150	Burnham Road to SR 33 West	I	2	8,200	C	10,000	C	2	10,000	C	2	10,000	C	2	10,000	C	2	10,000	C	2	10,000	C
State Route 150	Ojai city limits to Santa Paula city limits	■	2	5,600	D	7,000	E	2	7,000	E	2	7,000	C	2	7,000	C	2	7,000	C	2	7,000	C

Road Name	Road Limits	Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 6-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous AIL plus Hwys 118 & 34 and Santa Clara 2-lanes		
		Road Classification	Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
Bradley Road	State Route 118 to Balcom Canyon Road	II	2	2,100	B	4,700	C	2	4,700	C	2	4,900	C	2	4,800	C	2	5,000	C	2	4,700	C
Briggs Road	State Route 126 to Telegraph Road	I	2	n/a	n/a	4,500	B	2	4,500	B	2	4,500	B	2	4,600	B	2	4,500	B	2	4,500	B
Briggs Road	Telegraph Road to Foothill Road	I	2	n/a	n/a	2,000	A	2	2,000	A	2	2,000	A	2	2,000	A	2	2,000	A	2	2,000	A
Bristol Road	Union Pacific RR to Ventura city limits	II	2	10,600	D	14,000	E	2	14,000	E	2	14,000	D	2	14,000	D	2	14,000	D	2	14,000	D
Broadway	Stockton Road to Grimes Canyon Road	I	2	2,800	B	3,300	B	2	3,300	B	2	3,300	B	2	3,300	B	2	3,300	B	2	3,300	B
Broadway	Grimes Canyon Road to Highway 23	I	2	3,600	B	4,500	B	2	4,500	B	2	4,500	B	2	4,500	B	2	4,500	B	2	4,500	B
Burnham Road	Santa Ana Road to State Route 150	II	2	2,300	B	3,200	B	2	3,200	B	2	3,200	B	2	3,200	B	2	3,200	B	2	3,200	B
Calle Yucca	Thousand Oaks city limits to Calle Sarko (north end)	II	2	3,000	B	3,600	B	2	3,600	B	2	3,600	B	2	3,600	B	2	3,600	B	2	3,600	B

			Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 8-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
Road Name	Road Limits	Road Classification	Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
State Route 232	Oxnard City Limits to Central Ave	I	4	20,000	B	25,000	B	4	25,000	B	4	24,700	B	4	25,000	B	4	25,000	B	4	25,200	B
State Route 232	Central Ave to State Route 118	I	4	21,500	B	27,700	B	4	27,700	B	4	26,700	B	4	27,700	B	4	27,700	B	4	32,400	C
Ahmanson Ranch Road	Thousand Oaks Boulevard to Victory Boulevard	I	0	0	0	25,200	B	4	25,200	B	4	25,200	B	4	25,200	B	4	25,200	B	4	25,200	B
Balcom Canyon Road	State Route 118 to Bradley Road	III	2	1,300	B	2,000	B	2	2,000	B	2	2,000	B	2	2,000	B	2	2,000	B	2	2,000	B
Balcom Canyon Road	Bradley Road to South Mountain Road	III	2	1,300	B	1,700	B	2	1,700	B	2	1,700	B	2	1,700	B	2	1,700	B	2	1,700	B
Bardsdale Avenue	Seape St to State Route 23	II	2	n/a	n/a	2,000	B	2	2,000	B	2	3,000	B	2	3,000	B	2	3,000	B	2	3,000	B
Borchard Road	212w via Wendy Dr to Thousand Oaks city limits	I	4	19,000	A	22,600	B	4	22,500	B	4	22,500	B	4	22,500	B	4	22,500	B	4	22,500	B
Box Canyon Road	Los Angeles Co line to Santa Susana Pass Road	III	2	4,800	D	6,700	E	2	6,700	E	2	6,700	C	2	6,700	C	2	6,700	C	2	6,700	C

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Camino Dos Rios	Calle Arroyo to Lynn Road	II	2	2,000	B	2,400	B	2	2,400	B	2	2,400	B	2	2,400	B	2	2,400	B	2	2,400	B
Canada Larga Road	Ventura Av to State Route 33	II	2	6,000	D	8,600	D	2	8,600	D	2	8,600	D	2	8,600	D	2	8,600	D	2	8,600	D
Casitas Vista Road	Ventura Av to Santa Ana Road	II	2	2,600	B	3,500	B	2	3,500	B	2	3,500	B	2	3,500	B	2	3,500	B	2	3,500	B
Cawelti Road	Las Posas Road to Lewis Road	I	2	2,000	A	18,000	F	2	18,000	A	4	18,000	A	4	18,000	A	4	18,000	A	4	18,000	A
Center School Road	Fairway Dr to State Route 118	II	2	1,500	A	2,700	B	2	2,700	B	2	2,700	B	2	2,700	B	2	2,700	B	2	2,700	B
Central Avenue	State Route 232 to Rose Avenue	I	2	9,600	C	13,800	D	4	13,800	A	2	13,100	D	2	13,800	D	2	13,800	D	2	16,900	E
Central Avenue	Rose Avenue to Santa Clara Avenue	I	2	9,600	C	13,800	D	4	13,800	A	2	13,100	D	2	13,800	D	2	13,800	D	2	16,900	E
Central Avenue	Santa Clara Av to Camarillo city limits	I	2	16,100	E	22,000	E	4	22,000	B	4	22,000	B	4	22,000	B	4	22,000	B	4	22,000	B
Channel Islands Blvd	Oxnard city limits to Rice Av	I	2	16,100	E	22,500	E	2	22,500	E	4	22,500	B	4	22,500	B	4	22,500	B	4	22,500	B
Creek Road	State Route 33 to Ojai city limits	II	2	1,900	B	2,800	B	2	2,800	B	2	2,800	B	2	2,800	B	2	2,800	B	2	2,800	B
Doris Avenue	Victoria Av to Oxnard city limits	II	2	4,800	C	8,100	D	2	8,100	D	2	8,100	D	2	8,100	D	2	8,100	D	2	8,100	D

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El Roblar Drive	La Luna Av to State Route 33	I	2	6,400	C	9,900	D	2	9,900	C	2	9,900	C	2	9,900	C	2	9,900	C	2	9,900	C
Fairway Drive	Valley Vista Dr to Center School Road	I	2	6,600	B	6,400	C	2	6,400	C	2	6,400	C	2	6,400	C	2	6,400	C	2	6,400	C
Fifth Street West	Harbor Blvd to Oxnard city limits	I	2	5,500	B	7,000	C	2	7,000	C	2	7,000	C	2	7,000	C	2	7,000	C	2	7,000	C
Foothill Road	Ventura city limits to Wells Road	III	2	2,200	C	4,600	D	2	4,600	D	2	4,600	D	2	4,600	D	2	4,600	D	2	4,600	D
Foothill Road	Wells Road to Santa Paula city limits	III	2	1,400	B	3,200	C	2	3,200	C	2	3,200	C	2	3,300	C	2	3,300	C	2	3,800	C
Gonzales Road	Harbor Blvd to Oxnard city limits	I	2	4,600	B	6,400	C	4	6,400	C	2	6,400	C	2	6,400	C	2	6,400	C	2	6,400	C
Grimes Canyon Road	State Route 118 to Broadway	II	2	2,800	B	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C
Gulberson Road	State Route 23 to Torrey Road	II	2	600	A	1,000	A	2	1,000	A	2	1,000	A	2	1,000	A	2	1,000	A	2	1,000	A
Harbor Boulevard	W. Fifth Street (Oxnard city limits) to Gonzales Road	I	2	17,400	E	24,400	E	4	24,400	B	4	24,400	B	4	24,400	B	4	24,400	B	4	24,400	B

Road Name	Road Limits	Road Classification	Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 8-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
			Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
Harbor Boulevard	Gonzales Road to Olivas Park Drive (Ventura city limits)	I	2	17,400	E	24,400	E	4	24,400	B	4	24,400	B	4	24,400	B	4	24,400	B	4	24,400	B
Howe Road	Torrey Road to Torrey Road	II	2	500	A	500	A	2	500	A	2	500	A	2	500	A	2	500	A	2	500	A
Hueneme Road	Edison Drive (Oxnard city limits) to Rose Avenue	I	2	10,600	D	17,900	E	4	17,900	A	4	17,900	A	4	17,900	A	4	17,900	A	4	17,900	A
Hueneme Road	Rose Avenue to Rice Avenue	I	2	10,600	D	17,900	E	4	17,900	A	4	17,900	A	4	17,900	A	4	17,900	A	4	17,900	A
Hueneme Road	Rice Avenue to State Route 1	I	2	10,200	D	16,600	E	2	16,600	E	4	16,200	A	4	16,700	A	4	16,700	A	4	16,700	A
Hueneme Road	State Route 1 to Wood Road	I	2	10,200	D	16,600	E	2	16,600	E	4	16,200	A	4	16,700	A	4	16,700	A	4	16,900	A
Hueneme Road	Wood Road to Las Posas Road	I	2	10,200	D	16,600	E	2	16,600	E	4	16,200	A	4	16,700	A	4	16,700	A	4	16,900	A
Hueneme Road	Las Posas Road to West Potrero Road	I	2	10,200	D	15,600	D	2	15,600	D	2	15,200	D	2	15,700	D	2	15,700	D	2	15,600	D
Kanan Road	Los Angeles Co line to Lindero Cyn Road	I	4	21,600	B	20,000	B	4	20,000	B	4	20,000	B	4	20,000	B	4	20,000	B	4	20,000	B

Road Name	Road Limits	Road Classification	Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 6-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
			Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	SOI 2020
Laguna Road	Pleasant Valley Road to Wood Road	I	2	n/a	n/a	2,500	B	2	2,500	B	2	2,500	B	2	2,500	B	2	2,500	B	2	2,500	B
Laguna Road	Wood Road to Las Posas Road	I	2	n/a	n/a	2,500	B	2	2,500	B	2	2,500	B	2	2,500	B	2	2,500	B	2	2,500	B
Laguna Road	Las Posas Road to Huenome Road	I	2	n/a	n/a	2,500	B	2	2,500	B	2	2,500	B	2	2,500	B	2	2,500	B	2	2,500	B
La Luna Avenue	State Route 150 to El Roblar Drive	II	2	3,900	B	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C
La Luna Avenue	El Roblar Drive to State Route 33	II	2	3,900	B	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C
Las Posas Road	State Route 1 to Huenema Road	I	2	7,000	C	9,300	C	2	9,300	C	4	9,200	A	4	9,300	A	4	9,300	A	4	9,300	A
Las Posas Road	Huenema Road to Laguna Road	I	2	13,600	D	17,700	E	2	17,700	E	4	17,600	A	4	17,800	A	4	17,700	A	4	17,700	A
Las Posas Road	Laguna Road to Caswell Road	I	2	13,600	D	17,700	E	2	17,700	E	4	17,600	A	4	17,800	A	4	17,700	A	4	17,700	A
Las Posas Road	Caswell Road to Fifth Street	I	2	13,600	D	17,700	E	2	17,700	E	4	17,600	A	4	17,800	A	4	17,700	A	4	17,700	A

			Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 8-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
Road Name	Road Limits	Road Classification	Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
Las Posas Road	Fifth Street to Camarillo city limits	I	2	20,000	E	30,600	F	2	30,600	F	4	29,700	C	4	30,500	C	4	30,600	C	4	30,600	C
Lewis Road	Hueneme Road to CSUCI	I	2	9,400	C	7,300	C	2	7,300	C	2	7,300	C	2	7,300	C	2	7,300	C	2	7,300	C
Lewis Road	CSUCI to Camarillo City Limit	I	2	9,400	C	30,000	F	4	30,000	C	4	30,000	C	4	30,000	C	4	30,000	C	4	30,000	C
Lockwood Valley Road	State Route 33 to Kern Co line	II	2	725	A	1,000	A	2	1,000	A	2	1,000	A	2	1,000	A	2	1,000	A	2	1,000	A
Moorpark Road	Santa Rosa Road to Tierra Rejada Road	I	2	14,000	D	20,200	E	2	20,200	E	4	20,100	B	4	20,200	B	2	20,200	E	2	20,200	E
Old Telegraph Road	State Route 126 to Fillmore city limits	II	2	3,300	B	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C	2	5,000	C
Olivas Park Drive	Harbor Blvd to Telephone Road	II	2	12,600	D	18,500	E	2	18,500	E	4	18,500	A	4	18,500	A	4	18,500	A	4	18,500	A
Olivas Park Drive	Telephone Road to Victoria Avenue	I	2	12,600	D	18,500	E	2	18,500	E	4	18,500	A	4	18,500	A	4	18,500	A	4	18,500	A
Olivas Park Drive	Victoria Avenue to Seaboard Avenue	I	2	12,600	D	18,500	E	2	18,500	E	4	18,500	A	4	18,500	A	4	18,500	A	4	18,500	A

			Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 8-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
Road Name	Road Limits	Road Classification	Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
Patterson Road	Teal Club Road to Doris Av	II	2	600	A	1,500	A	2	1,500	A	2	1,500	A	2	1,500	A	2	1,500	A	2	1,500	A
Pleasant Valley Road	Oxnard city limits to Wood Road	I	2	11,800	D	30,000	F	4	30,000	C	4	28,000	B	4	30,000	C	4	30,000	C	4	30,000	C
Pleasant Valley Road	Wood Road to Las Posas Road	I	2	13,400	B	34,000	F	4	34,000	C	4	32,000	C	4	34,000	C	4	34,000	C	4	34,000	C
West Potrero Road	Huenerne Road to w.Thousand Oaks city limits	III	2	2,600	C	5,300	D	2	5,300	D	2	5,300	D	2	5,200	D	2	5,300	D	2	5,300	D
East Potrero Road	Thousand Oaks city limits to Lake Sherwood Drive	II	2	n/a	n/a	13,200	D	2	13,200	D	2	13,200	D	2	13,200	D	2	13,200	D	2	13,200	D
East Potrero Road	Lake Sherwood Dr to Thousand Oaks city limits	II	2	7,300	D	10,200	D	4	10,200	D	4	10,200	D	4	10,200	D	4	10,200	D	4	10,200	D
Rice Avenue	Huenerne Road to State Route 1	I	4	n/a	n/a	26,000	B	2	26,000	E	4	26,000	B	4	26,000	B	4	26,000	B	4	26,000	B

Road Name	Road Limits	Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 8-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
		Road Classification	Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
Rice Avenue	State Route 1/Pleasant Valley Road to Channel Islands Boulevard	I	4	27,600	B	31,800	D	6	31,800	B	4	32,200	D	4	31,800	D	4	31,800	D	4	31,800	D
Rice Avenue	Channel Islands Boulevard to Wooley Road	I	4	27,600	B	41,800	D	6	41,800	B	4	42,200	D	4	41,800	D	4	41,800	D	4	41,800	D
Rice Avenue	Wooley Road to State Route 34	I	4	27,600	B	41,500	D	6	41,800	B	4	42,200	D	4	41,800	D	4	41,800	D	4	41,800	D
Rose Avenue	Oxnard city limits to Central Av	I	4	8,800	A	17,000	A	4	17,000	A	4	17,000	A	4	17,000	A	4	17,000	A	4	17,000	A
Rose Avenue	Central Av to State Route 118	I	2	8,000	C	15,200	D	2	15,200	D	2	15,200	D	2	15,200	D	2	15,200	D	2	15,200	D
Rose Avenue	Hueneme Road to Oxnard City Limit	I	0	0	n/a	18,000	A	4	18,000	A	4	18,000	A	4	18,000	A	4	18,000	A	4	18,000	A
Santa Ana Boulevard	Santa Ana Road to State Route 33	I	2	1,000	A	3,000	A	2	3,000	A	2	3,000	A	2	3,000	A	2	3,000	A	2	3,000	A
Santa Ana Road	Casitas Vista Road to Santa Ana Blvd	II	2	1,300	A	2,800	B	2	2,800	B	2	2,800	B	2	2,800	B	2	2,800	B	2	2,800	B

			Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 6-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
Road Name	Road Limits	Road Classification	Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
Santa Ana Road	Santa Ana Blvd to State Route 150	II	2	1,300	A	2,800	B	2	2,800	B	2	2,800	B	2	2,800	B	2	2,800	B	2	2,800	B
Santa Clara Avenue	Oxnard city limits to Central Av	I	2	10,100	D	20,100	E	4	20,100	B	4	20,900	B	4	19,200	B	4	21,900	B	2	20,100	E
Santa Clara Avenue	Central Av to State Route 118	I	2	10,500	D	23,700	E	4	23,700	B	4	23,400	B	4	23,600	B	4	24,100	B	2	20,000	E
Santa Rosa Road	Camarillo city limits to East Las Posas Road	I	2	24,700	E	25,000	E	4	25,000	C	4	21,000	B	4	20,000	B	2	21,000	E	2	21,000	E
Santa Rosa Road	East Las Posas Road to Moorpark Road	I	2	24,700	E	25,000	E	4	25,000	C	4	21,000	B	4	20,000	B	2	21,000	E	2	21,000	E
Santa Susana Pass Road	Simi Valley city limits to Lilac Ln	II	2	6,100	C	8,500	D	2	8,500	D	2	8,500	D	2	8,500	D	2	8,500	D	2	8,500	D
Sespe Street	South Mountain Road to Pasadena Av	II	2	1,200	A	2,000	B	2	2,000	B	2	2,000	B	2	2,000	B	2	2,000	B	2	2,000	B
South Mountain Road	Santa Paula city limits to Balcom Canyon Road	II	2	2,200	B	4,500	C	2	4,500	C	2	4,400	C	2	4,600	C	2	4,600	C	2	4,500	C
South Mountain Road	Balcom Canyon Road to Sespe St	II	2	2,200	B	2,900	C	2	2,900	C	2	2,800	C	2	2,000	C	2	2,000	C	2	2,000	C

			Existing			2020 Forecast		Existing GP			Improvements to meet LOS standard			Hwy 101 6-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous Alt. plus Hwys 118 & 34 and Santa Clara 2-lanes		
Road Name	Road Limits	Road Classification	Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	2020 ADT	Exist GP- LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
Stockton Road	Balcom Canyon Road to Broadway	II	2	700	A	1,000	A	2	1,000	A	2	1,000	A	2	1,000	A	2	1,000	A	2	2,000	B
Teal Club Road	2020 feet to 612 feet west of Ventura Road	II	2	2,700	B	3,500	B	2	3,500	B	2	3,500	B	2	3,500	B	2	3,500	B	2	3,500	B
Telegraph Road	Ventura city limits to Santa Paula city limits	I	2	5,400	B	8,000	C	2	8,000	C	2	8,000	C	2	8,000	C	2	8,000	C	2	8,000	C
Telegraph Road	Santa Paula city limits to Hallock Dr	I	2	3,100	B	8,000	B	2	8,000	B	2	8,000	B	2	8,000	B	2	8,000	B	2	8,000	C
Telephone Road	Olivas Park Drive to Transport Street	I	2	n/a	n/a	8,000	B	2	8,000	B	2	8,000	B	2	8,000	B	2	8,000	B	2	8,000	C
Tierra Rejada Road	Moorpark city limits to Simi Valley city limits	I	4	13,800	A	22,000	A	4	22,000	A	4	23,200	A	4	23,400	A	4	23,600	A	4	23,400	A
Torrey Road	Gutierson Road to State Route 126	III	2	300	A	450	B	2	450	B	2	450	B	2	450	B	2	450	B	2	450	B
Valley Vista Drive	Camarillo city limits to Fairway Dr	II	2	5,600	C	6,600	C	2	6,600	C	2	6,600	C	2	6,600	C	2	6,600	C	2	6,600	C
Ventura Avenue	Ventura city limits to Casitas Vista Road	I	2	7,600	C	12,000	D	2	12,000	D	2	12,000	D	2	12,000	D	2	12,000	D	2	12,000	D

Road Name	Road Limits	Road Classification	Existing		2020 Forecast		Existing GP		Improvements to meet LOS standard			Hwy 101 8-lanes through cities			Santa Rosa and Moorpark Roads 2-lanes			Previous All, plus Hwys 118 & 34 and Santa Clara 2-lanes		
			Current No of Lanes	Current ADT	Current LOS	2020 ADT	2020 LOS	Exist. GP No. of Lanes	Exist GP. LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS	No. of Lanes	2020 ADT	2020 LOS
Victoria Avenue	Oxnard city limits to Gonzales Road	1	4	35,300	C	55,000	E	4	E	6	55,700	C	6	55,000	C	6	55,100	C	6	55,100	C
Victoria Avenue	Gonzales Road to Olivas Park Drive	1	4	37,200	C	60,600	F	6	C	6	59,000	C	6	60,000	C	6	60,000	C	6	60,000	C
Wendy Drive	Bonchard Road to Thousand Oaks city limits	1	2	15,100	D	23,000	E	4	B	4	23,000	B	4	23,000	B	4	23,000	B	4	23,000	B
Wooley Road	Oxnard city limits to Rice Av	1	2	9,500	C	13,000	D	2	D	2	13,000	D	2	13,000	D	2	13,000	D	2	13,000	D

LOS is based on thresholds from Figure 4.2.2 in the Ventura County General Plan

Letter 28

COMMENTER: Nazir Lalani, Deputy Director, County of Ventura Public Works Agency, Transportation Department

DATE: June 23, 2005

RESPONSE:

Response 28A

Road improvements associated with all six scenarios along the major transportation corridors such as Victoria Avenue, Olivas Park Drive, Harbor Boulevard, Ventura Avenue, Foothill Road, Telegraph Road and Highways 118 and 23 match those shown in Appendix 8.3 of the County's General Plan update DEIR as stated by the commenter. Following adoption of the 2005 General Plan (and the Circulation Element), the City will discuss the changes in land use and circulation resulting from the General Plan Update with the County. The discussion will compare inconsistencies in roadway classifications in the City's Circulation Element with those in the County's General Plan to some of the minor roadways. Since the traffic analysis carried out for the General Plan Update uses the most recent long-range traffic data for circulation planning purposes, it can thereby provide a technical basis for evaluating those differences. An agreement can then be reached as to where future changes to the County's General Plan may be appropriate to establish consistency.

Response 28B

The commenter requests clarification with respect to the locations of the potential expansion areas considered in the Draft EIR. These areas are depicted on Figure 2-4 through 2-8 of Section 2.0, *Project Description*.

Response 28C

The commenter notes that three Metrolink trains operate between Ventura and Union Station in Los Angeles rather than the two trains noted in the Draft EIR. This will be corrected in the Final EIR. This minor text change will not affect the EIR findings or conclusions.

Response 28D

The commenter states an opinion that the EIR should include conditions for annexing County roadway sections adjacent to expansion areas at such time as those areas are developed. The scenario being recommended by City staff is the "Intensification/Reuse Only" scenario with some minor map clean-up. Because no expansion areas are being recommended at this time, the condition suggested by the commenter is not applicable. If and when any of the expansion areas are considered for annexation, appropriate conditions regarding annexation of adjacent roadways will be made part of the annexation.

Response 28E

The commenter suggests that the City should consider annexation of unincorporated islands such as Montalvo and developed areas adjacent to the City limits, such as in Saticoy and the North Avenue area. Annexation of these areas is one of City's goals for the 2005 General Plan. Portions of several of the districts and corridors that are to be the focus of future development are within the Saticoy and North Avenue areas.

Response 28F

The commenter notes that portions of the Western Cañada Larga area are subject to flooding. Flooding issues are addressed in Section 4.8, *Hydrology and Water Quality*. Portions of that expansion area are within the 100-year flood zone. As noted in Response 27D, City staff are not recommending inclusion of the Western Cañada Larga area as a potential expansion area on the 2005 General Plan land use map.

Response 28G

The commenter notes that Ventura Avenue south of Shell Road is subject to severe flooding. The area to which the commenter refers is within the North Avenue District, which the City anticipates annexing and making one of the focal points for future industrial development. Flooding issues along that stretch of Ventura Avenue will be addressed as that area redevelops.

Response 28H

The commenter states an opinion that the EIR should address how future roadway improvements are to be funded. Subsequent to adoption of the 2005 General Plan, the City will undertake a revision to its traffic impact fee program. As part of that revision, the cost of planned improvements and development impact fees will be determined.

Response 28I

The commenter states that potentially significant cumulative impacts to the County road network can be mitigated by requiring developers to pay the County's Traffic Impact Mitigation Fees. The City will continue to require developers to pay the County's Traffic Impact Mitigation Fees, in accordance with the City's agreement with the County.

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RECEIVED
JUL 19 2005
Community Development
PLANNING DIVISION

July 18, 2005

Ms. Kari Gialketsis, Principal Planner
City of Buenaventura
Community Development Department
501 Poli Street
Ventura, CA 93002

RE: CITY OF VENTURA GENERAL PLAN DEIR

Dear Ms. Gialketsis:

Thank you for the opportunity to review and provide input to the Draft Environmental Impact Report (DEIR) for the proposed update to the General Plan of the City of Ventura. We appreciate the opportunity to review the plan and the associated environmental report because it provides us the opportunity to better coordinate our planning and development of the electrical facilities needed to provide services to the existing and future residents and businesses in the city.

Although the proposed General Plan document and its DEIR did not have any specific discussions about electrical facilities, whether existing or planned, we believe that future development projects deemed consistent with the proposed document may have impacts on SCE facilities and thus may require detailed environmental evaluation. For example, the General Plan proposes the widening of many roads and arterials. Such activities may require the construction or relocation of SCE facilities, and those SCE actions may themselves have environmental consequences cognizable under the California Environmental Quality Act (CEQA). If those environmental consequences are properly identified and adequately addressed in the development documents and CEQA approval process, SCE may not be required to pursue the mandatory CEQA review through

10060 Telegraph Rd.
Ventura, CA 93004

the California Public Utilities Commission (CPUC) and its General Order 131-D process (the CPUC being the CEQA "lead agency" for SCE projects unless one of the exemptions in G.O. 131-D applies).

We are hopeful that the City will continue to require the evaluation of site-specific environmental impacts of subsequent non-exempt development proposals in compliance with CEQA, including mandatory noticing and public review requirements. This will allow SCE and other affected stakeholders the opportunity to work with the City to address relevant environmental issues and recommend viable mitigation measures.

If any of the subsequent development proposals implementing the General Plan affect SCE facilities, it is essential that their environmental impacts are adequately addressed. This is particularly true for projects that do not fit into any GO 131-D exemptions and would otherwise require CEQA review by the CPUC, a process that could delay project implementation.

We look forward to working with you as you update your General Plan, and on its implementation upon adoption. SCE does have the capacity to continue to serve the existing and future developments in the city, and we are committed to working with the City, project proponents and developers to facilitate the design and subsequent construction of relevant facilities to serve all proposed projects. If you have any questions or seek clarifications, please contact me at 805 654-7226. Thank you.

Sincerely Yours

Nancy M. Williams

Nancy M. Williams
Region Manager

Letter 29

COMMENTER: Nancy M. Williams, Region Manager, Southern California Edison

DATE: July 18, 2005

RESPONSE:

The commenter notes that SCE has the capacity to continue to serve existing and future developments in Ventura, but notes that certain projects that may be accommodated under the 2005 General Plan (road widenings, for example) may require the construction or relocation of SCE facilities. As the commenter notes, the City will undertake project-specific environmental reviews for individual projects accommodated under the 2005 General Plan. Any impacts to SCE facilities, including potential secondary effects associated with the relocation of facilities, will be addressed as part of future project-specific environmental documents.

July 26, 2005

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Kari Gialketsis, Principal Planner
City of San Buenaventura
Community Development Department
501 Poli Street
P.O. Box 99
Ventura, CA 93001-0099

DELIVERED VIA E-MAIL AND FAX

RE: City of San Buenaventura 2005 General Plan Draft EIR

Dear Ms. Gialketsis:

On behalf of HOME (Housing Opportunities Made Easier) thank you for the opportunity to comment on the City of Ventura's proposed 2005 General Plan and its accompanying Draft Environmental Impact Report, dated June 2005. HOME is a volunteer-based alliance of non-profit organizations, area business leaders, elected officials and concerned citizens who have as a common goal, working together to create a more receptive environment for the development of high-quality workforce housing in Ventura County. HOME's mission is to facilitate community engagement and support for proactive solutions to create a greater diversity in housing choices.

HOME supports smart growth strategies, which include mixed-use, higher density, and pedestrian/transit oriented development by concentrating growth, when possible, on infill sites and by the revitalization of older, underutilized, or deteriorating properties and areas of the community located near transit, or within walking/biking distance of jobs and services. We applaud Ventura's leadership in this area, and encourage you to continue your efforts to streamline the development process for these types of properties. We do, however, have several concerns regarding the assumptions, and the implementation feasibility of the 2005 General Plan. HOME offers the following comments for your consideration:

A) The Project Objectives section of the DEIR lists the Ventura Vision Goals, which have been translated into the required General Plan Elements. While we appreciate this creative approach to integrating the community's priorities (as expressed in the "Ventura Vision" document) into the City's General Plan Update, we are concerned that the General Plan does not contain enough specificity, in some areas, to successfully implement the Vision. We understand that, following the Ventura Vision, the 2005 General Plan is "the second in a series of three connected documents that will guide future conservation and change in the City" (DEIR 1-2). However, until the City completes the third step in this process, the form-based Development Code, which will provide the regulatory structure for implementation of the 2005 General Plan, it may prove difficult to successfully, and efficiently implement some of the General Plan Policies. A

We encourage the City to create greater clarity in how development proposals will be reviewed and regulated, until stage three (new form-based Development Code) is adopted. Numerous General Plan Action items, including 3.11, 3.17, and 3.18, indicate the City's intent to re-write its zoning ordinances and development codes to better facilitate its intensification/reuse strategy. HOME encourages the City to expedite this process, and to make clear and decisive policy decisions as to how it will respond to proposed development projects, which are submitted during the period prior to the adoption of the new codes. Without the adoption of the form-based Development code, it would appear that it will be all but impossible to process a new proposed development.

Infill Development is already inherently risky, and can often be more costly and difficult to complete, due to existing site issues, constraints, and perceived conflicts with existing uses. In order to: "Utilize infill development to accommodate the targeted number and type of housing units described in the Housing Element" (Action 3.11), it is incumbent upon the City to work diligently to remove regulatory obstacles and barriers to realization of this goal.

B) **Alternatives**: While we recognize that, for the reasons mentioned in the DEIR, the "No Project" Alternative is not realistic, we disagree with the assertion that since "this alternative assumes that no further development occurs in the City..." then "environmental conditions do not change" (DEIR S-4). HOME recognizes that while this statement may be "technically accurate" based on the definitions and guidelines for environmental review under CEQA, it is "functionally inaccurate", in that development does not, in and of itself, dictate population growth; nor will the lack of it allow the City to avoid the environmental impacts created by a failure to plan for realistic projections of future population growth. HOME strongly advocates the reform of this type of "one-sided" view of the environmental review process, as implemented under CEQA. In order to facilitate the production of workforce housing, while also protecting our natural and existing built environment, we must begin to clearly and objectively assess both the positives and negatives of our land use decisions, including the negative impacts which may be caused from a failure to adequately plan for the future housing needs of our workforce, and all of Ventura's residents. B

C) **Population Growth Projections:** The Intensification/Reuse Only Scenario assumes an annual population growth rate of 0.88%, while all of the other Scenarios are based on a projected rate of 1.14%. While the 0.88% annual rate reflects Ventura's actual growth rate for the past 10 years (1994-2004), we believe that this growth rate was uncharacteristically low for that timeframe, due in part to the 1990s recession, which hit the construction industry hard. We believe that the 1.14% growth rate, which is much closer to the Countywide rate of 1.2%, and reflects the City of Ventura's most recent (2000-2005) actual growth rate of 1.0%, is a more realistic projection of growth that will actually occur, and for which the City should plan. It appears as though the 0.88% growth rate was selected largely due to concerns regarding the potential to exceed SCAG and/or AQMP growth projections, even though these limitations are discounted elsewhere in the DEIR as being outdated. This "two-sided" argument, both for and against adherence to these growth projections, could likely be used by "no growth" advocates to challenge future development approvals. C

D) **Our Well Planned Community:** In order to satisfy State requirements, every General Plan must include policies for the seven required "elements", including the Land Use Element, which "establishes the general distribution and intensity of land uses, including housing, commerce, industry, open space, education and public facilities." (2005 GP page 11) D

The proposed 2005 General Plan includes a number of "over-arching goals for the City of Ventura", including: "Our Well Planned and Designed Community", which has been incorporated into the Land Use, Housing, and Community Design Elements. Table 2-1 of the DEIR (page 2-11), gives the following "Examples of Topics Covered" under these General Plan Elements: "Development patterns, neighborhoods, visual character, urban design, demographics, housing needs, affordability, constraints on production." And yet, the 2005 General Plan offers this description of the General Plan Chapter, called "Our Well Planned Community ... Our goal is to protect our hillsides, farmlands, and open spaces; enhance Ventura's historic and cultural resources; respect our diverse neighborhoods; reinvest in older areas of our community; and make great places by insisting on the highest standards of quality in architecture, landscaping and urban design."

While the items expressed in this section may certainly be valid goals for the City to pursue, HOME questions the appropriateness of including them in the "Land Use Element" of the General Plan. It seems to us, that many of these priorities are more appropriately expressed elsewhere in the Plan,

(i.e. the Conservation, Open Space, and/or Culture Elements). The Land Use Element should focus on such things as development patterns and urban design, not conservation issues. While the 2005 General Plan clearly defines infill as a priority, and refers to planning tools such as form-based codes that the City intends to adopt in the future, we are concerned that the City currently lacks the regulatory structure that will allow it to implement its planning goals, and land use policies. Chapter 3 of the 2005 General Plan effectively describes the City's vision, but provides limited details as to how, or when, it will adopt and/or revise the existing codes and programs (like the RGMP-Action 3.18) in order for this vision to be realized. It is not enough for the City to simply "insist on the highest standards of quality in architecture, landscaping and urban design", it is incumbent upon the City to provide the development community with the proper tools and regulatory structure, to facilitate quality development.

One further concern regarding the Land Use Element is in the area of open space, education, and public facilities. The DEIR points to several limitations to the City's ability to adequately plan for and meet its needs in these areas, via the Intensification/Reuse Only Scenario. The DEIR identifies several "potentially significant impacts" relating to the need for new facilities that cannot be adequately mitigated with an infill only strategy. While HOME fully supports infill development, whenever and wherever possible, we also recognize the inherent limitations of this approach in meeting some of the more land-intensive needs of the community's growth. We encourage the City to refrain from limiting its ability to include additional land in its planning inventory, which could allow it to meet the need for additional public facilities, parks, and open space.

E

E) **Housing Affordability:** As previously stated, HOME's mission revolves around "workforce housing", which may include, but is not limited to "affordable housing" per the legal definitions. However, we are very concerned about issues that impact housing affordability, including the costs associated with the development and construction of new housing units. As such, there are numerous references in the DEIR, which identify City infrastructure deficiencies that will need to be upgraded, repaired, and/or replaced in order to accommodate the intensity of development that is called for in Scenario 1. We encourage the City to aggressively pursue an action plan, and funding sources, to correct existing infrastructure deficiencies, which would not place the entire burden of financing these community-wide needs on the backs of builders and new home buyers.

F

F) **Process:** Section 1.5 of the DEIR clearly defines the CEQA Environmental Review Process, which requires that the City's decision making bodies have an opportunity to review and consider the FINAL EIR, including all public comments and responses, prior to making a decision on Final EIR Certification of the proposed project (the 2005 General Plan). HOME questions the City's ability to meet this CEQA requirement, given the proposed timeframes for closing the public comment period on July 18th, while scheduling Public Hearings with the Planning Commission and City Council on July 19th and August 8th, respectively. How can the City possibly consider and respond to all public input within such a compressed timeframe?

G

G) **Conflicting Priorities**: We are concerned that some of the stated Policies, Actions and Priorities expressed in the 2005 General Plan may be internally inconsistent or lacking sufficient specificity for the GP to be a useful tool in guiding future growth and development. Some of these inconsistencies are addressed above, as in the focus on Intensification/Reuse to meet the projected growth, in spite of clearly identified physical and regulatory constraints in many of the areas targeted for infill development. Another, more subtle example of this issue is Action 1.20, which calls for the City to "Adopt development code provisions to protect mature trees..." without defining "mature trees" or how they will be "protected". Furthermore, Section 4.5 of the DEIR discussed the prevalence of Cultural and Historic Resources in several of the areas that have been identified for intensification/reuse, without fully acknowledging the extent to which the City's *Historic*

Preservation Regulations, which are much broader and less clearly defined than State or Federal Historic Preservation Policies, may limit development in these locations.

H) **Parks**: The City of Ventura is a mature city with existing park and recreation areas that have come on line as needed. We are fortunate enough to have an incredible park that inland cities would die for in our beaches. Yet, the EIR is recommending that we apply the same park acreage as required in non-coastal cities. When the Form Base Code guidelines come on line, it would seem that minimum 5 acre parks would be too rigid and unnecessary. Park space should be designed and formatted with the same flexibility that Form Based Code itself offers. Changing housing stock and the impending change of lifestyle that will accompany it, will lead to creative design and uses of parkland that should not be restricted by outdated and less fluid guidelines. H

I) **Biological Resources**: The specificity of the buffer area in Action 1.8 related to rivers, creeks and barrancas is too binding. While we acknowledge the need to protect these precious environs, an arbitrary set back of 50 feet could severely limit the creativeness and integration that the Form Based Code encourages. Strictly applied, this buffer area could squash entire infill developments. We encourage arbitrary requirements like this to be removed from the EIR and left to the already strenuous and rigorous review that all projects must be subjected. I

Thank you for the opportunity to submit our comments. HOME is truly excited about the principles of Form Based Code that the City of Ventura has embraced, and we are pleased to see the City's leadership in promoting a new way to grow our incredible city.

HOME sincerely looks forward to the adoption of the new General Plan and EIR.

Brad Golden
Vice Chair of HOME and Ventura resident

Letter 30

COMMENTER: Brad Golden, Vice Chair of HOME and Ventura resident

DATE: July 26, 2005

RESPONSE:

Response 30A

The commenter urges the City to expedite the preparation of a new development code, noting that processing of new developments may be difficult until the new code is adopted. The City will be initiating preparation of the new development code upon adoption of the 2005 General Plan. However, in the interim period between adoption of the General Plan and the new development code, the City will continue to process applications based on the current code requirements and the guidance provided in the 2005 General Plan.

Response 30B

The commenter states disagreement with the approach to the analysis of the "no project" alternative, which is based on the assumption that no physical changes to the environment would occur. The commenter is correct that a moratorium on development would not necessarily stop population growth in the City and that failure to provide new housing may lead to a variety of undesirable conditions (overcrowded housing, higher housing prices, etc.). The Draft EIR acknowledges these facts as well as the fact that the "no project" alternative is not feasible.

Response 30C

The commenter states opinions that the 1.14% annual growth rate is more realistic than the 0.88% growth rate and that it appears as though the 0.88% annual growth was selected due to concerns about SCAG and AQMP growth projections. The opinion regarding the appropriate growth rate is noted. Both growth rates discussed in the Draft EIR were selected by the City Council and represent historic growth rates in the City (the 1.14% rate is the 20-year growth rate while the 0.88% growth rate is the 10-year growth rate). SCAG and AQMP population forecasts were not used to develop either rate and, in fact, both growth rates exceed the SCAG and AQMP forecasts. The Draft EIR acknowledges this exceedance. However, it is anticipated that, following adoption of the 2005 General Plan, both SCAG and the Ventura County APCD will update their population forecasts for the City to reflect the new General Plan.

Response 30D

The commenter states opinions about the format and content of the 2005 General Plan and notes that the Draft EIR points out several limitations associated with the "Intensification/ Reuse Only" scenario. The commenter also encourages the City not to limit its ability to include additional land in its planning inventory. The comments about the 2005 General Plan are not relevant to the adequacy of the Draft EIR, but will be considered by the City Council as they review the final General Plan. It is true that the Draft EIR points out certain limitations for

the "Intensification/Reuse" scenario, particularly relating to land available for new schools and parks. However, the Draft EIR does not identify such limitations as "significant" impacts. Although City staff are not recommending inclusion of any of the expansion areas at this time, several of the expansion areas could provide acreage for parks and schools and the City may consider future General Plan amendments to allow development of one or more of these areas in the future if such an amendment would meet planning objectives that cannot be met through intensification or reuse. It should be noted, however, that conversion of any of the expansion areas except for portions of the Western Cañada Larga area would be allowed only following voter approval under the SOAR Ordinance.

Response 30E

The commenter encourages the City to pursue action plans for addressing infrastructure deficiencies that will not place the entire burden of financing community-wide needs on builders and new home buyers. The City will develop such action plans to address needed improvements to roads, storm drains, and water and sewer lines. Builders will be responsible for financing improvements needed to serve their developments, but not to correct existing deficiencies.

Response 30F

The commenter questions how the Final EIR can be completed within a compressed timeframe. Responses to comments on the Draft EIR were completed and provided to agency commenters 10 days prior to the City Council's August 8 hearing (at which the Council may certify the Final EIR), thus complying with CEQA's requirement that public agency commenters receive responses at least 10 days prior to certification.

Response 30G

The commenter states an opinion that the General Plan may include conflicting priorities, specifically by calling for the preservation of mature trees and historic resources in areas where intensification and reuse are expected to occur. Every General Plan (and every community) has certain priorities that can be in conflict. The two examples cited by the commenter reflect the City's desire to preserve its resources. The exact manner in which these actions are to be implemented will be detailed in the new development code. New developments that are consistent with general policy goals while potentially conflicting with others will need to be addressed on a case-by-case basis to determine whether and how such conflicts can be reconciled and which priorities take precedence.

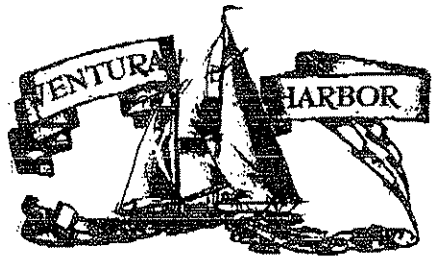
Response 30H

The commenter states an opinion that park standards need to be flexible. This opinion is noted. The Draft EIR discusses the City's general standards in order to provide an overall analysis of citywide impacts associated with projected growth; however, the City will continue to seek creative and flexible ways of meeting the community's needs with respect to parks and recreation. In addition, language has been added to the General Plan under Policy 6A as follows:

Update standards for citywide public parks and open space to include an expanded menu of shared park types, and identify locations and potential funding sources for acquiring new facilities in existing neighborhoods.

Response 30I

The commenter states an opinion that the 50-foot buffer from riparian areas in Action 1.8 is overly restrictive. This opinion is noted. The 50-foot buffer has been determined to provide the minimum distance needed to effectively protect riparian habitat and associated wildlife movement corridors. This minimum distance is consistent with that adopted by a number of communities in the southern California region. It should be noted that this requirement only applies to waterways that retain natural soil slopes.



July 15, 2005

31

Carolyn Briggs, Chair and
Members of the Planning Commission
501 Poli Street
Ventura, California 93002

Dear Chair Briggs and Members of the Planning Commission:

These preliminary comments on the draft 2005 Ventura General Plan (May 2005) ("DGP") and draft Environmental Impact Report ("DEIR") are made on behalf of the Ventura Port District ("District"). In 1999, the City Council and the Board of Port Commissioners entered into a Memorandum of Understanding ("MOU") for the preparation of a Master Plan for the Harbor Area. The MOU is attached as Exhibit A. It was contemplated that the Master Plan would be adopted as a Specific Plan and constitute the land use plan and zoning for the Harbor Area. The draft Master Plan and Master Environmental Impact Report ("MEIR") have been complete for over two years. The District has, however, refrained from circulating the documents for public review in an effort to reach agreement with the City on how to address an existing deficiency in fire service response times in and around the Harbor Area. The DGP and DEIR raise a number of issues of concern with respect to the draft Master Plan/Specific Plan, some of which are outlined below.

1. Harbor Master Plan.

A

The DGP (p. 3-8) establishes the "Harbor District" and describes it as an area with visitor serving uses and marine facilities to be regulated by a Harbor master plan. The DGP land use map designates The Harbor as "Draft Harbor Master Plan." This should be "Specific Plan." Because the draft Harbor Master Plan has been incorporated by reference into the DGP, it should become the overriding policy document for land use, water use, and future development of the Harbor upon adoption of the DGP, whether the Master Plan has itself been adopted or not or as a Specific Plan. The policy language in the DGP should be expanded and clarified to make it clear, without question, that the Harbor Master Plan/Specific Plan is the overriding policy document for the Harbor. A copy of a booklet describing the master plan is enclosed. This booklet was distributed at the joint City Council/Board of Port Commissioners meeting in April 2005.

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B

2. Local Coastal Program.

The draft Master Plan/Specific Plan are based on the City's certified Local Coastal Program ("LCP"). Apparently, the DGP is intended to supercede the Land Use Plan ("LUP") of the LCP. If this were to occur, there would be serious procedural and substantive issues, some of which are outlined below.

a. The DGP may not be specific enough to satisfy the Coastal Act or the California Coastal Commission ("CCC") and the CCC would want to review the LUP together with the Local Implementation Plan [zoning]. For example, the Land Use Plan does not show "visitor serving uses" or public access ways. The District could be caught between the City and the CCC. Until a development code is adopted and approved by the CCC, there would be a lack of certainty regarding what may or may not be built in the Harbor.

b. Processing a LUP amendment is very time consuming. A whole new LUP could take years to get in place.

c. If the certified LUP is repealed or superceded while the CCC reviews a new one, this would leave the City without the ability to process any projects in the coastal zone during the interim. Applicants would need to seek approvals from the CCC, which is time consuming and difficult without a certified LUP. Further, it is unlikely a new LCP or LUP with residential units would be certified by the CCC.

d. The Harbor would need to separately seek CCC approval of the Master Plan/Specific Plan. This would otherwise be unnecessary because the draft Master Plan is consistent with the existing LUP.

e. The Sondermann/Ring project, which is critical to the economic vitality of the Harbor, may be greatly delayed.

f. Because the DGP does not appear to be inconsistent with the certified LUP, it would be wise to leave the LUP in place and overlay applicable DGP policies and "actions." This would avoid seeking CCC approval at all.

g. If there is an inconsistency between the DGP and the LUP, a specific amendment to the LUP could be sought concurrently with the LCP amendment required to support the Sondermann/Ring project.

h. The certified LUP could be attached as an appendix to the DGP for easy reference. The maps could be revised to specify LUP in the coastal zone.

i. Specific plan areas could be shown as "Specific Plan." The Harbor area should be titled "Harbor Specific Plan," not draft Master Plan.

j. These changes to the DGP are not complex and would avoid what could become a procedural nightmare and engender costly litigation from developers unable to process their projects in the coastal zone.

C

3. Fire Services.

The DEIR suggests that a new fire station and nine firefighters are needed to accommodate anticipated growth in the Harbor. The DGP and DEIR also state that a new fire station is needed to address current deficiencies. Thus, the 9 firefighters needed for the new station are also necessitated by an existing condition. Based on a desired ratio of 0.98 per 1,000 residents (the City now operates at 0.69 firefighters per 1,000 population), development of Parcels 15 and 18, hotel expansion, and the marine learning center, do not, themselves come close to justifying a new station or 9 firefighters. These developments should, like any other new development, provide a fair share toward the capital costs of a new station. Neither the DGP nor the DEIR justify requiring the Harbor to fully fund development and the operation and maintenance of a fire station. While the DGP calls for resolving extended response times by adding a fire station at the "Pierpont/Harbor area," it only calls for studying the feasibility of funding services from fees, taxes or assessments "as new subdivisions designed on the New Urbanism concept are established." Action 7.13, which is intended to address fire response mistakenly refers to police services. In addition, neither the DGP nor the DEIR actually address the need for firefighting capabilities for non-residential use. The only concept of fair share related to the ratio of firefighters to population is set forth in the DEIR. The discussion of plans for a fire station in the Harbor are more detailed than called for by the DGP. (See DEIR, p. 4.11-28.) It is not certain that impact fees would be sufficient to pay for fire facilities and equipment. Impact fees cannot be used to cure existing deficiencies or for operational costs. (See, DEIR, p. 4.11-31.) Assessments require voter approval.

D

4. Process.

Cooperation and input from the District in the preparation of the DGP policies was not requested. DEIR p. 1-2 describes 11 City Council meetings from Feb. - Aug. 2004 taking input from the CPAC and Planning Commission. Nowhere in the DGP and DEIR is there a discussion of the District's input into the process. As discussed below, the DGP policies and actions could conflict with contractual rights of District lessees.

E

5. Responsible Agency.

The District should be designated as a "responsible agency" under the CEQA definition. The District is a public agency that would carry out policies of the DGP and LCP as it pertains to the Harbor.

F

6. Assumed Net Increase in Development at Buildout.

The level of future development assumed within the Harbor is not clearly called out in the DEIR, but can be determined from tables estimating water and sewer impacts. Based on these tables, the proposed DGP assumes a net increase within the Harbor of 300 dwelling units at 216,000 square feet of non-residential building area. Of this non-residential area, 150,000 square feet are identified as hotel use, leaving 66,000 square feet for expansion of other non-residential uses within the Harbor. This is insufficient to provide for development of the Marine Learning Center (approximately 77,000 square feet) and commercial uses within Parcels 15 and 18.

G

7. Protecting and Restoring Coastal Resources.

DGP Action 1.3 would require the District to determine and carry out appropriate methods for protecting and restoring coastal resources, including supplying sand at beaches (from dredging operations). This could be costly and unreasonable for the District to carry out this action on its own. It is uncertain whether dredging spoils would be suitable for such beach restoration.

8. Preservation of Sensitive Wetland and Coastal Areas.

DGP Action 1.11 would require sensitive wetland and coastal areas to be preserved as undeveloped open space wherever feasible. This could affect the District's ability to develop vacant Parcels 8, 15 and 18 depending on how "sensitive wetland and coastal areas" are defined. The CCC has very specific and rigorous restrictions on development in and adjacent to environmentally sensitive habitat areas (see California Coastal Act Section 30240). Although it does not appear that "sensitive wetland and coastal areas" affect any of the areas planned for development within the Harbor, it is necessary to make sure that such definitions will not apply.

9. Updating and Enforcing Stormwater Quality and Watershed Protection Measures.

DGP Action 1.14 requires compliance with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures. This could be costly, extensive, and unreasonable for the District to carry out such regulatory directives since watersheds extend miles inland from the Harbor. The Harbor is the "end user" and should be responsible for actions within the Harbor, and not for stormwater protection in the entire watershed.

H

10. Prohibition on Dredging.

DGP Action 1.18 would prohibit dredging during fish spawning and bird migration cycles. Without clear and specific definitions of species and types of fish spawning and bird migration, this could severely limit or shut down dredging operations in The Harbor.

11. Promote Channel Islands Tours and Develop an Aquarium.

DGP Action 2.17 would establish a partnership between the City, District, and National Park Service to promote Channel Islands tours and develop an Aquarium. This is helpful, but not a definitive commitment, nor are details are provided.

12. Prioritization of Uses in the Harbor Master Plan Area.

DGP Action 2.18 would prioritize uses in the Harbor Master Plan area as follows: (1) commercial visitor-serving, (2) recreation, boating, fishing, (3) commercial fishing, and (4) public service facilities. This prioritization of uses conflicts with the range of uses in the Harbor Master Plan. For example, residential use is excluded from the prioritized list of uses, even though the CCC has taken specific action to permit such uses within the mobile home park and on Parcels 15 and 18. Commercial fishing is the number two priority in the Master Plan and is a critical use required to sustain the District's eligibility for federal dredging funds.

13. Public View and Solar Access Preservation.

DGP Action 3.3 would require preservation of public view sheds and solar access. This policy could affect the District's ability to develop vacant Parcels 15 and 18 depending on how "public view sheds and solar access" areas are defined.

14. Public Access.

DGP Actions 3.4, 4.20 6.5, and 6.6 would require (and encourage) public pedestrian and bicycle access to and along the coast on all shoreline development. The policies would affect the design of new development on vacant Parcels 8, 15 and 18, and may impact the Yacht Club due to lack of shoreline access on the Yacht Club parcel. Clarification is needed to determine if the public access system set forth in the Master Plan fulfills these actions.

15. Form-Based Development Code.

DGP Action 3.17 would affect building and site design on Harbor parcels to emphasize pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation. While form-based codes have a number of benefits, it is questionable whether the CCC would accept such a code as the sole basis for a Local Implementation Plan.

16. Minimize Truck Traffic on Residential Neighborhoods.

DGP Action 4.9 would identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods. This policy could adversely impact the movement of goods and cargo in and out of the District depending on how it is implemented. Action 4.9 should be clarified to specify the location of truck routes.

17. Alternative Transportation Modes and Transit.

DGP Actions 4.15, 4.16, 4.17, 4.18, 4.27, 4.31, 4.32, and 4.34 encourage alternative modes of transportation and transit systems to reduce vehicle trips and congestion. This could affect circulation and access to the Harbor depending on how these policies are implemented.

18. Expanded Recreational Opportunities.

DGP Actions 6.15 and 6.16 call for new recreational programs that would occur in the Harbor, such as surfing, sailing, kayaking, bird watching, and additional boating and swimming access. Care must be taken in how these expanded recreational uses are conducted, for example, allowing swimming in boat navigation channels could be hazardous.

19. Cultural, Historical, and Archaeological Resources.

DGP Actions 9.2, 9.3, 9.12, 9.13, 9.14, 9.15, 9.16, 9.17, 9.18, and 9.19 would affect activities, operations, redevelopment, design and restrictions on District parcels. District input on these policies would be appreciated.

Thank you for considering these comments. The District respectfully requests that the hearings on the DGP and DEIR be continued for three months to provide an opportunity for the District and the City to resolve these and other issues.

Sincerely,

Oscar F. Peña
General Manager

cc: Rick Cole
Susan J. Daluddung
James E. Neuerburg

Agreement No. 99-88

City Council Approved: 8/4/99

MEMORANDUM OF UNDERSTANDING AND LEAD AGENCY AGREEMENT

This Agreement is made by and between the City of San Buenaventura ("City") and the Ventura Port District ("District") in consideration of the following facts.

A. The District desires to update its master plan for the Ventura Harbor in accordance with requirements set forth in the 1998 Local Coastal Program ("LCP") amendment.

B. The City and the District desire to work together to initiate a joint process for developing a specific plan for the Harbor area.

C. It is contemplated that the master plan would be the land use plan for the specific plan and the specific plan would constitute the zoning for the Harbor area. These regulations are hereinafter referred to collectively as the "Specific Plan".

D. Amendments to the LCP may be desirable to realize the objectives of the Specific Plan.

E. It is contemplated that a master environmental impact report ("MEIR") will be prepared for the project.

F. The parties desire to (1) designate a Lead Agency for the MEIR; (2) specify general procedures for actions relating to A through E, above; (3) allocate costs for preparing and processing the MEIR and the Specific Plan; and (4) specify the currently contemplated time frame for processing the MEIR and Specific Plan.

Exhibit A

G. All parties desire to process the foregoing planning documents in an efficient and timely manner that maximizes public input and stakeholder involvement. To that end, it is hereby agreed as follows:

1. This Agreement shall become effective between the City and the District upon approval by the City Council and the District Board.

2. The District will act as Lead Agency for the MEIR and the City shall be a Responsible Agency as defined by the California Environmental Quality Act.

3. The District and the City will jointly select consultants necessary for processing the MEIR and the Specific Plan.

4. Public workshops will be held to solicit input from all stakeholders and the public, including, but not limited to, lessees, franchisees, businesses in the Harbor area, potential developers, surrounding residents and environmental and special interest groups such as fishing, boating and surfing organizations.

5. During the public review period, the City Planning Commission may convene hearings on the draft master plan and MEIR, as it deems appropriate, to provide comments to the District.

6. Prior to adoption of the master plan and certification of the final MEIR, the District will fully consider and evaluate all City recommendations, and explain in writing the reason(s) any such recommendation is rejected.

7. The parties contemplate that the Specific Plan will be adopted by the City Council after adoption of the master plan and certification of the MEIR by the District.

8. The cost of preparing and processing the Specific Plan, the MEIR and LCP amendments, if any, (excluding administrative overhead expense) will be shared equally by the District and the City, up to a budgeted $100,000 for each agency.

9. District and City will separately, and jointly, as the case may be, apply for grants to defray the costs of the Specific Plan and MEIR (herein the "Project Costs"). In addition, it is contemplated that Harbor tenants and developers whose development proposals are to be considered or included as part of the Specific Plan and MEIR may contribute to funding of the Project Costs. Upon receipt of such grant funds, and/or tenant and developer contributions, such grant funds and contributions, together with any District and City funds required to be contributed as grant matching funds, shall be applied first to Project Costs. Thereafter, District and City funds shall be applied to Project Costs only when the grant funds, and/or tenant and developer contributions are exhausted. Excess funds, if any, remaining after completion of the Specific Plan and MEIR shall be returned to District and City in amounts proportional to their contributions to Project Costs which are contemplated to be equal. District and City will also establish a procedure, pursuant to Government Code section 65456 and Public Resources Code section 21157(c), whereby tenants and developers who haven't contributed their fair

share of the Project Costs prior to commencement of work on the Specific Plan and MEIR will be charged a fee in an amount equal to their proportionate share of the Project Costs, at the time of application for a permit, or other entitlement for a development project considered or included in the Specific Plan and MEIR. All revenues received from such fees shall be used to reimburse District and City for their Project Costs in amounts proportional to their contributions to the Project Costs.

10. The District will contract with the consultant(s) and forward a copy of approved bills to the City's Director of Management Services. The City will pay the District one-half of the approved bills within 30 days of City's receipt of the approved bill.

11. In the event litigation is filed challenging the MEIR and/or the Specific Plan, the District and the City will cooperate in the defense of the action and equally share their expenses of the defense.

12. In the event LCP amendments are proposed, such amendments will be processed with the California Coastal Commission following adoption of the Specific Plan by the City.

13. The currently contemplated time line for processing the Specific Plan and possible LCP amendments, if desirable, is attached as Exhibit A.

14. Notices shall be provided as follows:

Oscar Peña, General Manager
Ventura Port District
1603 Anchors Way Drive
Ventura, California 93001-4229

Timothy J. Gosney
General Counsel for Ventura Port District
Lagerlof, Senecal, Bradley, Gosney & Kruse, LLP
301 North Lake Avenue, 10th Floor
Pasadena, California 91101-4108

Community Development Director
City of San Buenaventura
501 Poli Street
Post Office Box 99
Ventura, California 93002-0099

Robert G. Boehm, City Attorney
City of San Buenaventura
501 Poli Street
Post Office Box 99
Ventura, California 93002-0099

David Kleitsch
Economic Development Manager
City of San Buenaventura
501 Poli Street, Room 213
Post Office Box 99
Ventura, California 93002-0099

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed by an authorized official as of the date last set forth below and agrees to abide by its terms from this date forward.

DATED: 8/5/99

CITY OF SAN BUENAVENTURA

By Donna Landeros
Donna Landeros, City Manager

DATED: 8/19/99

VENTURA PORT DISTRICT

By

Approved as to form:

CITY OF SAN BUENAVENTURA

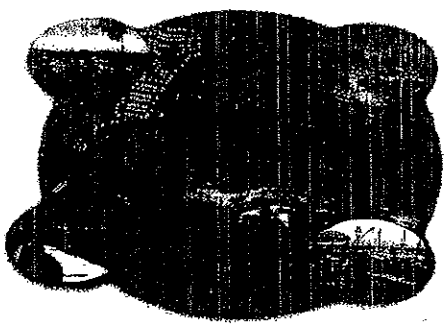
By:
Robert G. Boehm, City Attorney

VENTURA PORT DISTRICT

By:
Timothy J. Gosney, General Counsel

VENTURA HARBOR MASTER PLAN

Ventura Port District
City of San Buenaventura



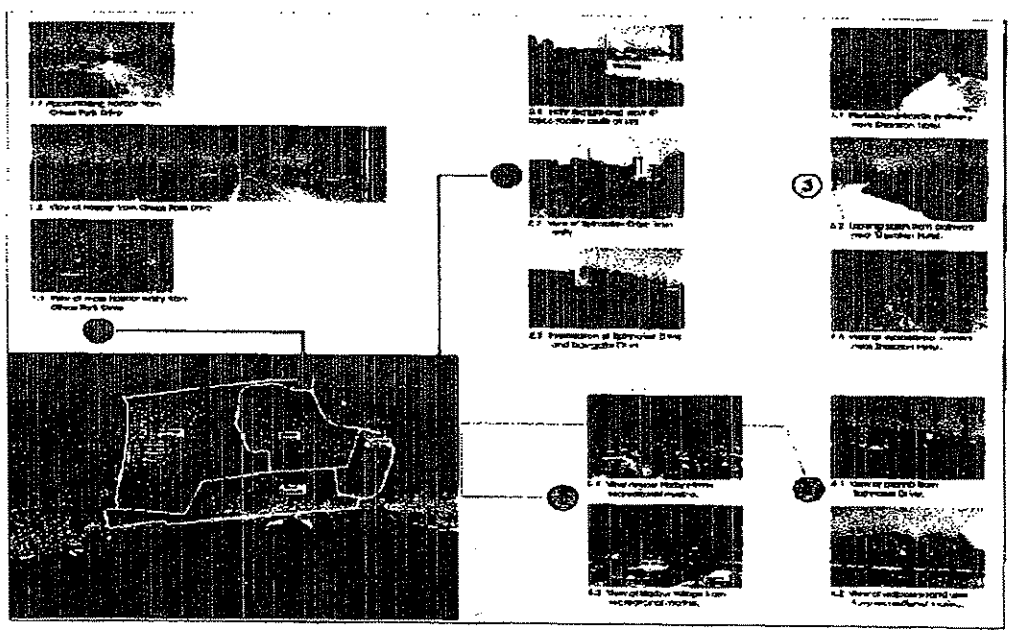
April 4, 2005

Purpos

- Define a consistei
- Create a planning Harbor.
- Facilitate a Master

Existing Setting

- Central Harbor



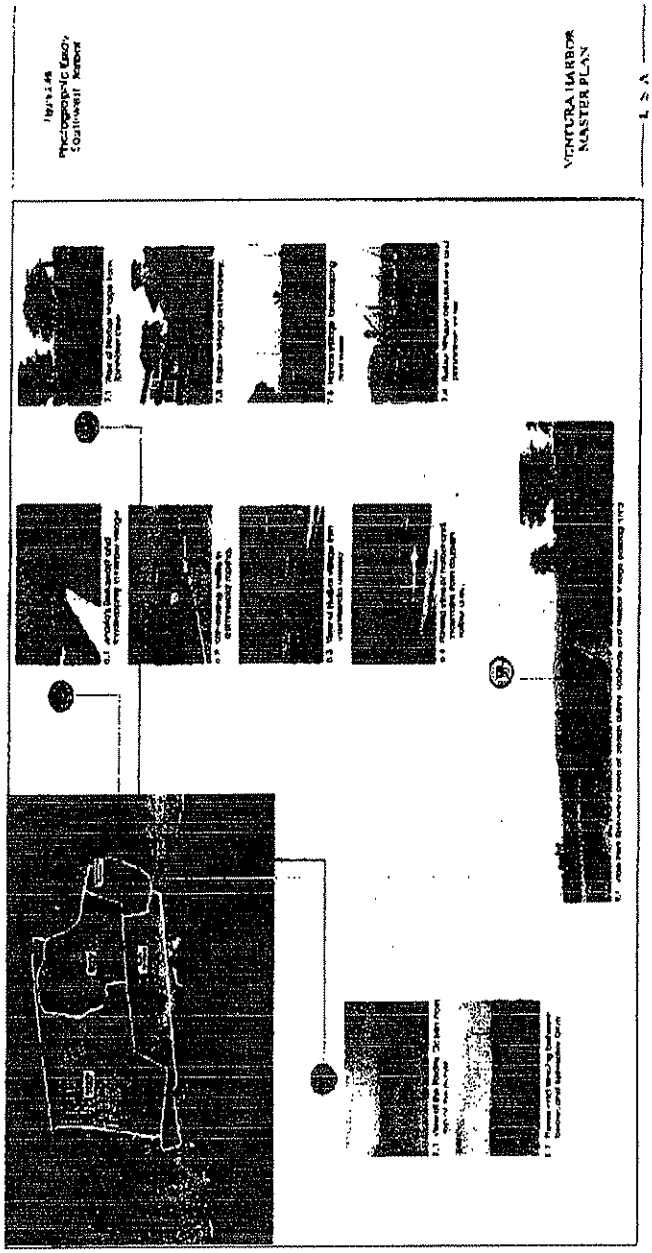
Photographic Survey
Central Harbor

VENTURA HARBOR
MASTER PLAN

LSA

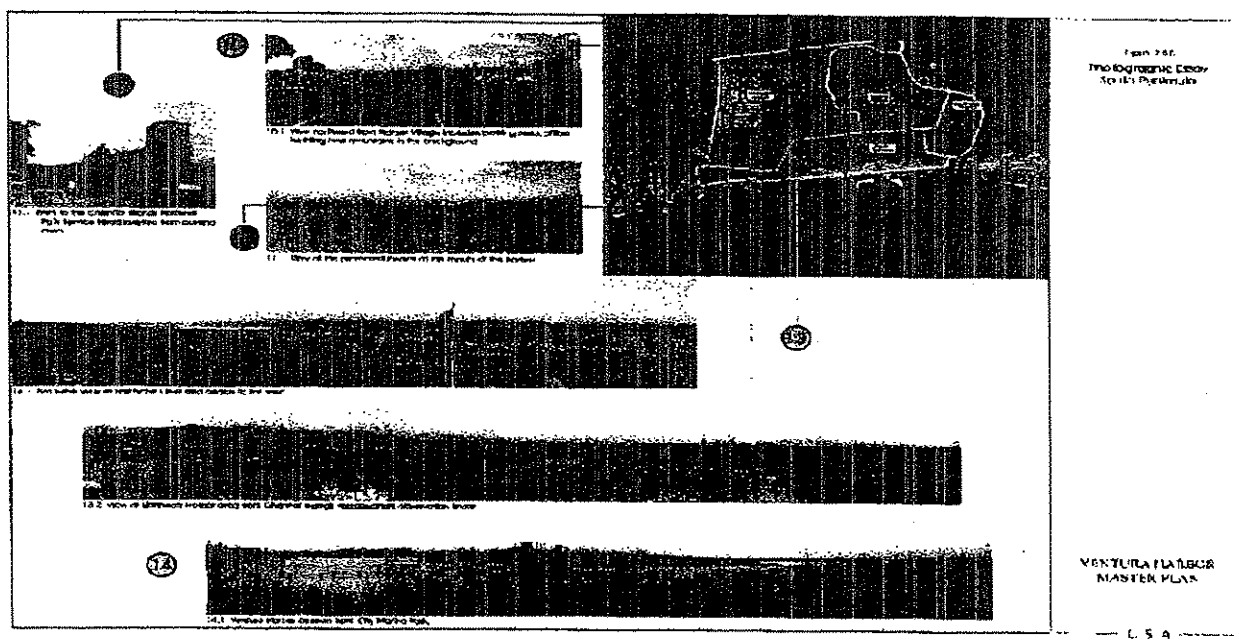
Existing Setting

- Southwest Harbor



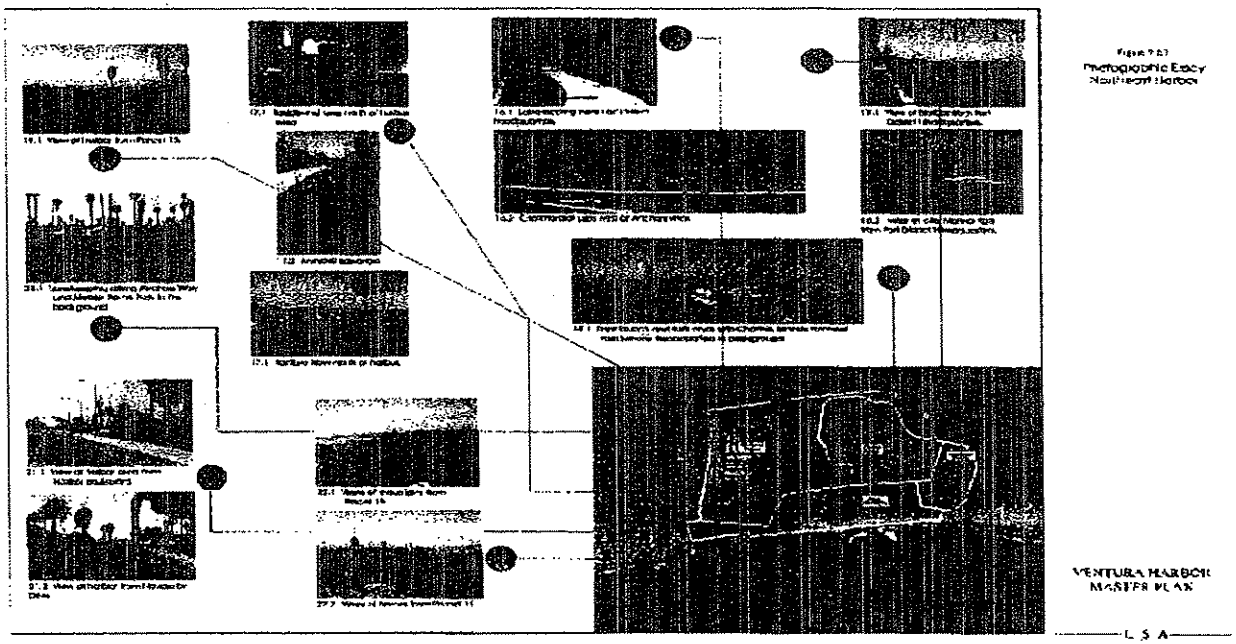
Existing Setting

- South Peninsula



Existing Setting

- Northeast Harbor

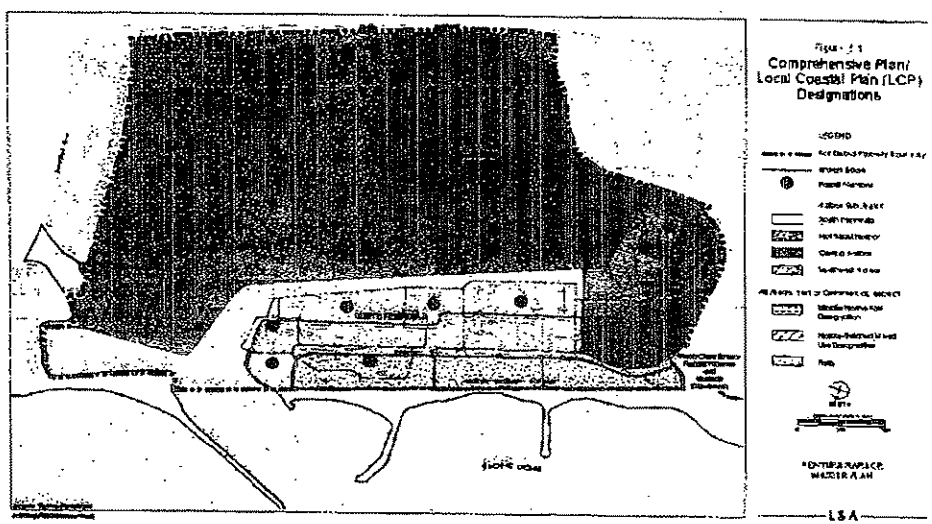


Coastal Act Priorities

- Coastal Dependent and Ocean-Related Uses
- Commercial Fishing
- Coastal Access
- Visitor-Serving Commercial and Recreational Uses

Local Coastal Plan and Comprehensive Plan Requirements

- Northeast Harbor
  - Harbor Commercial
  - Harbor-Related Mixed Use
  - Mobile Home Park
- Central Harbor
  - Harbor Commercial
- Southwest Harbor
  - Harbor Commercial
- South Peninsula
  - Harbor Commercial



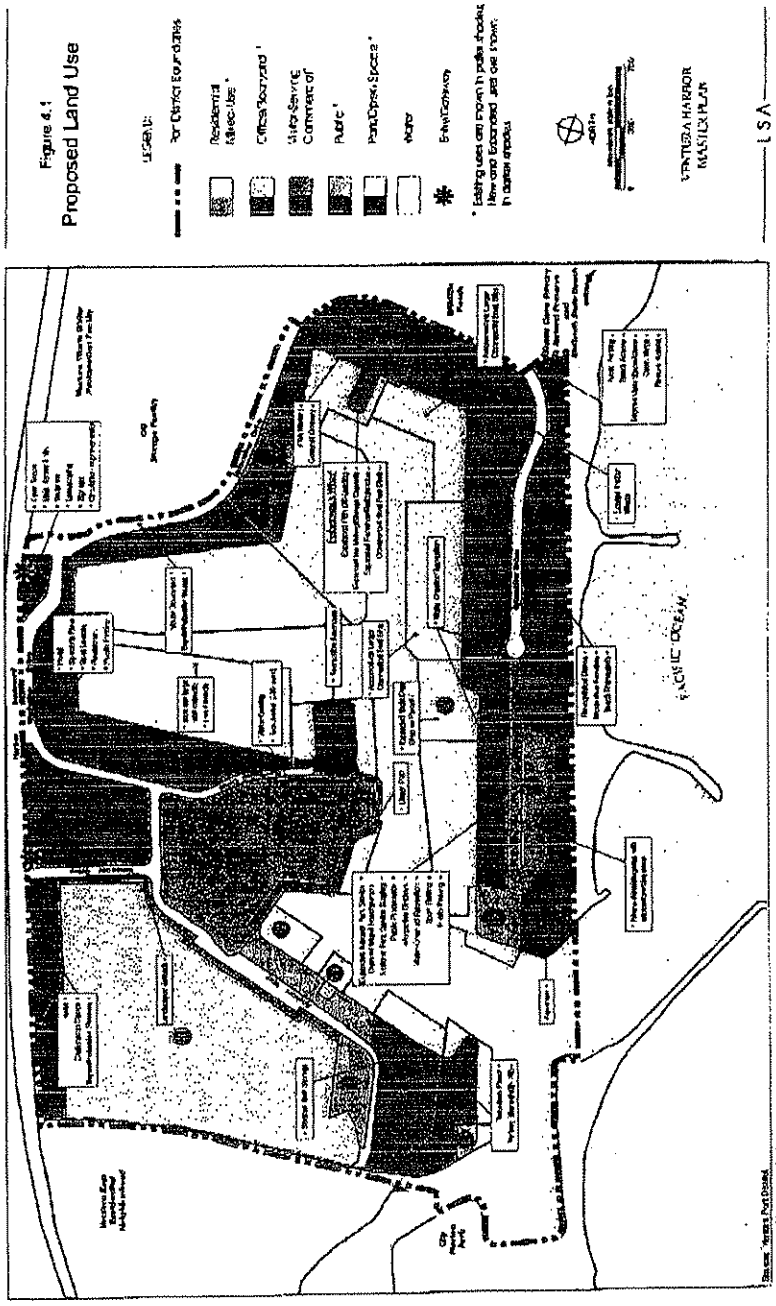
Land Use Objectives

- Create a recognizable visitor-serving destination, well integrated with the functions of a working harbor.
- Provide a human-scaled environment, and provide gathering places and amenities for people to enjoy.
- Facilitate walking and biking for recreation and transportation.
- Emphasize views of the harbor, ocean, and coastal mountains.
- De-emphasize the visual prominence of automobiles within the Harbor.

Land Use Plan

- All existing uses are considered to be permitted uses, may remain, and expand.
- Future land uses are options for future development.
- Master EIR to facilitate future development review for new permitted uses and expansion of existing uses.

Land Use Plan



Circulation: Roadway Improvements

- Harbor Boulevard
  - Signal at Oyster Street and modifications to slow traffic speeds. (Not part of Master Plan)
- Beachmont Street
  - One-way crossing of the Arundell Barranca.
  - Traffic calming.
- Anchors Way
  - Limit northbound left turns; improve ease of permitted turning movements.

Circulation: Roadway Improvements

- Spinnaker Drive
  - Reconfigure intersection at Navigator Drive to eliminate left turns from Navigator.
  - Access to commercial center on Harbor Boulevard would be right in/out only along Spinnaker Drive.
  - End public street right-of-way at Parcel 6, and reconfigure parking areas.
- Schooner Drive
  - Modify median to permit left turns into Parcel 19A.

Parking

- Projected deficit of 195 spaces (weekend) at build out.
- Solution: establish common parking areas and shuttle service.
- Potential locations for common parking:
  - Parcels 19A, 5, and 7.
  - Vacant land adjacent to mini-warehouses.

Coastal-Related Services and Facilities

- Pedestrian and Bicycle Access
  - Improve crossings of boat storage (Parcel 20), boat launch (Parcel 12).
  - Connection through Parcels 15, 16, 18.
  - Improve crossing of fish off-loading area (striping and signage).
  - Improve connections to beach.
- Waterfront Promenade
- Beachfront Boardwalk
- Spinnaker Drive Crossings
  - Signage.
  - New crossing at Parcel 3A to the existing parking.

Recreational Opportunities

- Marina Facilities
  - Provide additional space for large boats.
- Channel Islands National Park
  - Assist NPS in meeting headquarters needs.
  - Facilitate Channel Islands visitation.
- Marine Learning Center and Aquarium
- Boat Launch
- Park on Parcel 16

Visitor-Serving Opportunities

- Hotel Expansion
- Expand Harbor Village
- Park and waterfront trail on Parcels 15, 16, 18
- Sport fishing and charters (Parcel 5)
- Expanded facilities for Island Packers

Public Services and Facilities

- Water Facilities
- Sewer Facilities
- Drainage
- Electricity and Natural Gas
- Public Safety Services
  - Law Enforcement
  - Fire Protection

Fire Protection Issues

- Majority of existing Harbor area does not meet Fire Department response time objectives.
- Majority of service calls are for emergency medical assistance.

Recommended Fire Service Provisions

- Port District to assume responsibility as first responder for emergency medical calls within Harbor.
- New commercial, retail, office, and public facilities development over 500 s.f. of building area will install automatic fire sprinkler systems, or meet requirements of City's Automatic Sprinkler Ordinance, whichever is more restrictive.
- Use of fire-resistant construction materials.

Recommended Fire Service Provisions (cont'd)

- Provide adequate address signage to facilitate emergency response.
- Pursue joint training of Harbor Patrol and Fire Department personnel to better respond to water-related emergencies within the general Harbor area.
- Port District to make available a fire boat for fire and emergency service within the Harbor and Keys area and catastrophic emergency services to the City pier.
- Provide fire hydrants and water lines in compliance with UFC and City requirements.

Recommended Fire Service Provisions (cont'd)

- Design internal circulation on development sites to accommodate fire suppression equipment with adequate turn-around areas.
- Ensure that City fire flow standards are met.
- Provide a usable ½-acre site within the northern end of Parcel 19A for establishment of an "all risk" fire station by the City upon notice that the City is prepared to construct and establish service at the station.
- Payment of fees pursuant to City ordinance, if adopted.

Master EIR

- Notice of Preparation (NOP) distributed on January 30, 2002.
- Issues addressed in the MEIR:
  - Aesthetics
  - Air Quality
  - Hydrology
  - Noise
  - Public Services
  - Traffic and Circulation
- No significant unavoidable impacts identified.

Master EIR (cont'd)

- Effects found not to be significant:
  - Agricultural Resources
  - Biological Resources
  - Cultural Resources
  - Geology and Soils
  - Hazards and Hazardous Materials
  - Land Use and Planning
  - Mineral Resources
  - Population and Housing
  - Park Services; Recreation

Purpose

- Define a common vision for the Harbor, consistent with the City's "Seize the Future."
- Create a consolidated reference document for planning and development within Ventura Harbor.
- Facilitate future development review through a Master EIR.

Process

- Analyze existing conditions, issues, and opportunities. Workshops.
- Prepare alternatives and select preferred alternative (March 2000). Workshop.
- Prepare, review and revise Master Plan (September 2002). Workshop.
- Revise Master Plan and prepare EIR (August 2003).
- Resolve fire service issues (ongoing).

Land Use Issues and Opportunities

Issues

- Land use incompatibilities (wastewater treatment, oil storage).
- Seasonal economy; lack of a focal point.
- Limitations on office use.
- Fire protection.

Land Use Issues and Opportunities

Issues

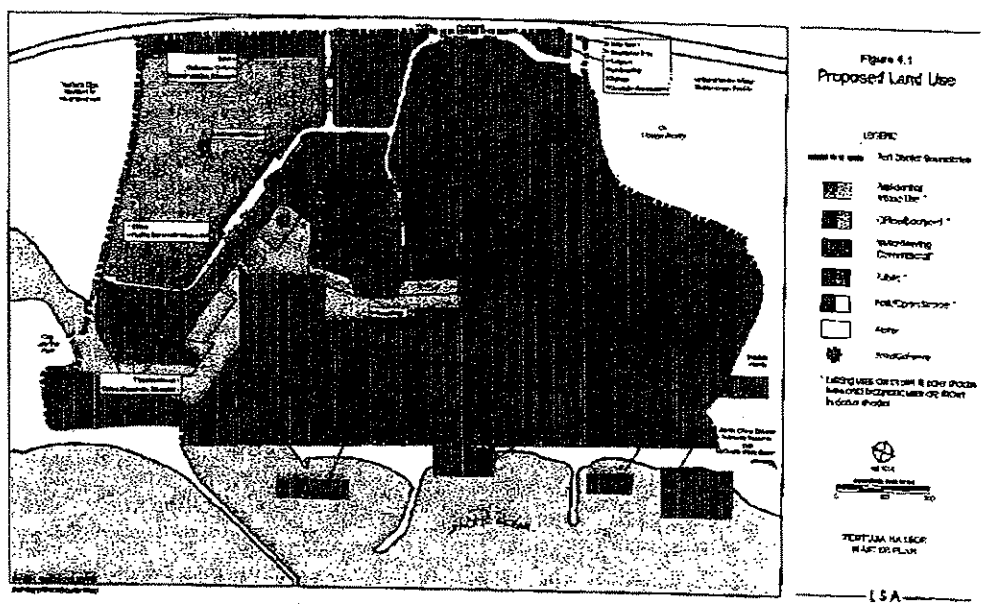
- Land use incompatibilities (wastewater treatment, oil storage).
- Seasonal economy; lack of a focal point.
- Limitations on office use.

Opportunities

- Commercial fishing fleet.
- Regionally central location.
- Marine Learning Center and Channel Islands National Park Headquarters.

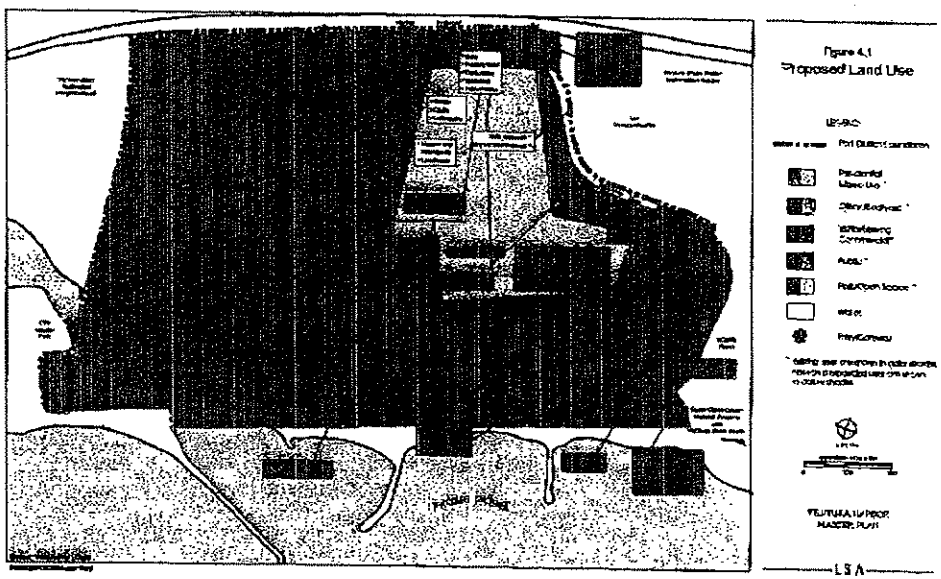
Land Use Plan: Northeast Harbor

- Parcels 15, 16, 18
  - Mixed-use with 300 du's, 150 boat slips, and 20,000 s.f. commercial
- Expand hotel
- Improve entry to Parcels 10A and 10B
- Retain Mobile Home Park, restaurant, and boat yard



Land Use Plan: Central Harbor

- Improve Harbor entry and provide directional signage.
- Hotel expansion on Parcel 19.
- Continue marina uses and provide for future expansion.



Land Use Plan

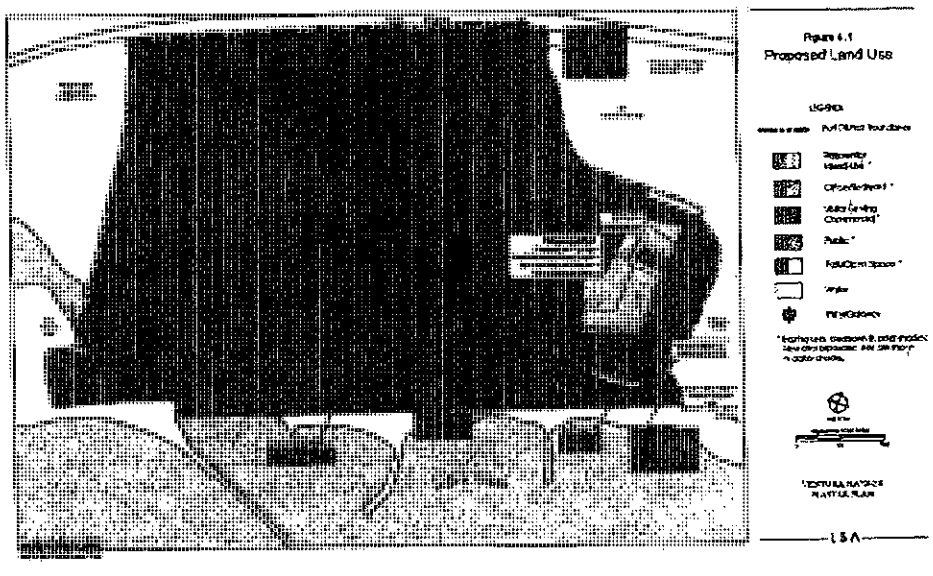
- Overall planned land use is substantially less than is now permitted.
  - Existing LCP permits 2.4 million s.f. of building area and 610 dwellings.
  - 2002 Master Plan anticipates 894,556 s.f. of building area and 610 dwellings.
  - Current Master Plan anticipates 896,056 s.f. of building area and 610 dwellings.

Table 4.A - Anticipated Land Uses

Parcel	Existing Land Use	Total Land Area (sf)	Existing Development (sf)	Commercial Building Area (sf)/Du's Permitted under LCP	Anticipated Development		
					Land Use	Building Area Commercial (sf)/ Dwelling Units	Net Increase
1	Hotel	168,000	45,000	120,000	Hotel and Specialty Retail	120,000	75,000
1PR	Hotel	340,000	180,000	255,000	Hotel	255,000	255,000
2,3	Ventura Isle Marina	330,000	528 boat slips	240,000	Marina	3,000	3,000
3A	Commercial Fishing (transient, office, and support facilities)	351,000	261 boat slips	247,300	Commercial Fishing, Offloading, and Storage	0	0
3B	Commercial Fishing (boatyard, office, and support facilities)	97,000	Boat slips (3A)	46,600	Commercial Fishing and Associated Facilities	21,000	21,000
3C	Harbor Village	362,500	93,600	271,875	Harbor Village	145,000	46,340
4	Mobile Home Park	1,681,852	310 du's		Mobile Home Park	310 du's	0
5	Retail	200,000	25,000	100,000	Visitor-Serving Commercial, Recreation	25,000	0
6	Yacht Club	50,567	5,000	35,294	Coastal Yacht Club	7,000	2,000
7	Ventura West Marina	171,000	181 boat slips	85,095	Visitor-Serving Commercial, Recreation	42,000 and boat slips	42,000
8	Vacant	89,534		78,557	Aquarium	77,756	77,756
9	National Park Service	75,919	10,700	37,959	National Park Service	10,700	0
10A	Pierpoint Resort	160,000	52,300	120,000	Pierpoint Resort	52,300	0
10B	Port District	14,818	7,000	11,568	Port District Offices	7,000	0
11	Dry Boat Storage	78,584		59,538	Dry Boat Storage	0	0
12	Public Boat Launch	169,584			Public Boat Launch	0	0
13	Parking	65,340		32,670	Parking	0	0
14	Fuel Supply	95,832	1,500	42,471	Fuel Supply	1,500	0
15, 16 & 18	Vacant	929,587		300 du's 177,389	Residential Visitor-Serving Commercial Public boat slips	300 du's 20,000 150 slips	300 du's 20,000 150 slips
17	Ventura West Marina	260,000	387 boat slips	195,000	Marina, Restaurant, Bait& Tackle, Boat Storage, Convenience Market/Deli, Storage	194,000	194,000
19A	Parking	158,558		118,919	Parking/Shuttle Services		0
20	Boatyard/ Restaurant	280,000	5,000	157,500	Boatyard with dry stacking facility, restaurant	5,000	0
TOTAL SQUARE		5,564,142	1,501,740	2,418,919		894,056	545,896

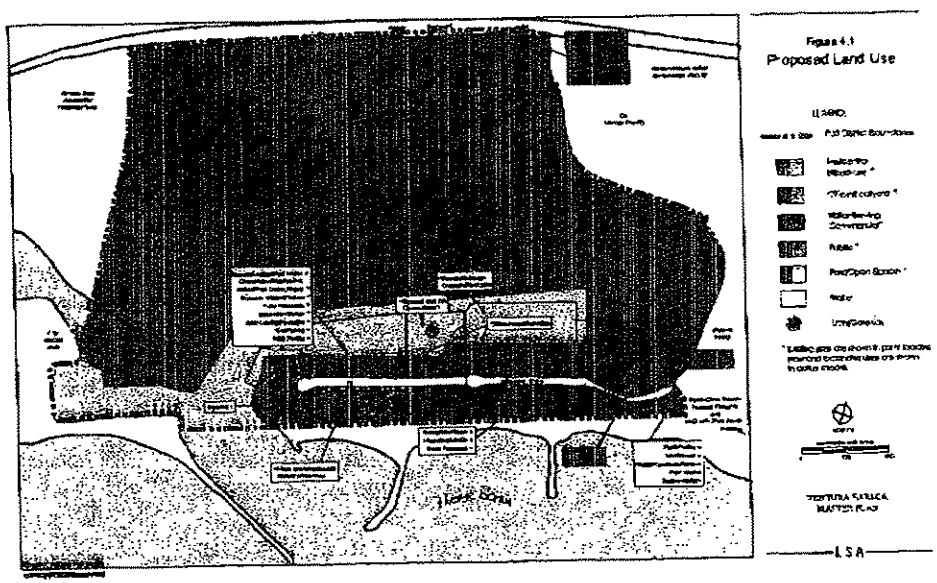
Land Use Plan: Southwest Harbor

- Wharf (Parcels 3A and 3B).
- Connections to wildlife ponds, Santa Clara River mouth, McGrath State Beach.
- Expand Harbor Village and improve connections to the beach.



Land Use Plan: South Peninsula

- Marine Learning Center and Aquarium (Parcel 8).
- Expand recreational opportunities.
- Reconfigure Spinnaker Drive and parking area.



Recreational Opportunities

- Marina Facilities
  - Provide additional space for large boats.
- Channel Islands National Park
  - Assist NPS in meeting headquarters needs.
  - Facilitate Channel Islands visitation.
- Marine Learning Center and Aquarium
- Boat Launch
- Park on Parcel 16

Visitor-Serving Opportunities

- Hotel Expansion
- Expand Harbor Village
- Park and waterfront trail on Parcels 15, 16, 18
- Sport fishing and charters (Parcel 5)
- Expanded facilities for Island Packers

Letter 31

COMMENTER: Oscar F. Peña, General Manager, Ventura Port District

DATE: July 15, 2005

RESPONSE:

Response 31A

The commenter states that the draft General Plan should be revised to clarify that the Harbor Master Plan/Specific Plan is the overriding policy document for Ventura Harbor. The text of the 2005 General Plan will be revised to clarify that the City and Port District are working together to cooperatively complete the Master Plan/Specific Plan for the Harbor area. Once the Harbor Specific Plan is adopted, it will become the overriding policy document for Ventura Harbor.

Response 31B

The commenter is concerned that the Draft General Plan is intended to supercede the current Land Use Plan and Local Coastal Program (LCP). The Port District's Draft Master Plan/Specific Plan is based on the City's current certified LCP. While the Port District's concerns are valid, it is not the intent of the 2005 General Plan to supercede the existing LCP. City staff has engaged in several discussions with the Port District to address this issue. In fact the Planning Commission Resolution recommending approval of the Draft 2005 General Plan (July 26, 2005) was specifically written to ensure that this is not the case. The intent is that the existing LCP would remain in full force and effect until the Coastal Commission adopts the new LCP. Thus, all areas of the City within the Coastal zone boundary and subject to the LCP would remain under the same regulations until either an LCP amendment (including the Draft Harbor Master Plan/Specific Plan) is adopted or the new LCP is adopted. In addition, there is specific language in the Draft 2005 General Plan that indicates that the City intends to work with the Port District to complete the Draft Harbor Master Plan and Specific Plan. Therefore, the concerns stated in the Port District's comment letter regarding requiring processing of Land Use Plan amendments would not require any different processing than currently is the case under the existing LCP/LUP.

The draft 2005 General Plan also contemplates the development that is considered in the Draft Harbor Master Plan and is not intended to preclude any current development proposals such as the Sonderman/Ring project.

City staff is not proposing to attach the existing LUP as it is not recommended that it will be superceded with adoption of the 2005 General Plan. The "Commerce" and "Mobile Home Park" designations shown on the proposed General Plan diagram are consistent with the current land use designations in the Harbor area and thus will not create any inconsistencies.

Response 31C

The commenter notes that a new fire station is needed in the Harbor area, but states that developments within the Harbor do not in themselves justify a new fire station or nine firefighters. The commenter also notes a typographical error in Action 7.13 of the General Paln. The typographical error will be corrected. As discussed in Section 4.11, *Public Services*, the Fire Department already has plans to construct a new fire station in the Harbor area in response to an existing service deficiency. If the City adopts a fire impact fee program, new development in the City, including development within the Harbor, would be subject to such fees. Though not an environmental impact of the 2005 General Plan, the VFD has identified the need for approximately 30 new firefighters to offset current staff deficiencies in addition to the new firefighters needed for the new Harbor station. As with all firefighting staff, funding for new personnel to staff a new station would come from the City's general fund unless other negotiated means can be determined.

Response 31D

The commenter states that the input from the Harbor was not requested for the draft 2005 General Plan. The draft plan has been circulated for public review since May 2005 in order to solicit comments prior to preparation and approval of a final plan. The City will incorporate relevant concerns from the Harbor into the final 2005 General Plan.

Response 31E

The commenter notes that the Port District should be designated as a "responsible agency." The Port District will be listed as a responsible agency in Section 1.0, *Introduction*.

Response 31F

The commenter states the level of development assumed for the Harbor does not account for all planned Harbor development. The Marine Learning Center and other developments in the Harbor have been accounted for in the EIR traffic and related noise analysis. The estimates of water demand and wastewater generation do not specifically include all of the facilities included in the Harbor Master Plan; however, on a per capita basis, the estimate of future water demand amounts to about 0.269 acre-feet per person per year, which is about 50% higher than the current per capita demand of about 0.179 acre-feet per year. Thus, the estimates of water demand and wastewater generation are conservative and more than account for additional non-residential development that may occur in the Harbor. The Draft EIR analysis is not intended to provide a "full buildout" estimate for the City, but rather to provide a reasonable estimate of growth that may occur over the next 20 years. Nevertheless, the table depicting possible Harbor development in the 2005 General Plan will be revised to reflect buildout estimates included in the Draft Harbor Master Plan.

Response 31G

The commenter expresses concerns about 2005 General Plan policies pertaining to protection of coastal resources and sensitive wetland and coastal areas, and enforcement of stormwater quality measures (items 7-9 of the Port District letter). None of these policies/actions are

expected to affect operations at the Harbor or restrict the Harbor's plans for development under its Master Plan.

Response 31H

The commenter expresses concerns about Action 1.18, which relates to dredging. In response to this and another comment, that action will be revised to read as follows:

> *Action 1.18: Conduct coastal dredging in accordance with the U.S. Army Corps of Engineers and California Department of Fish and Game requirements in order to avoid impacts to sensitive fish and bird species.*

Response 31I

The commenter expresses concerns about a number of 2005 General Plan actions and how they might affect the Harbor (items 11-19 in the Port District letter). While these comments do not pertain to the adequacy of the DEIR, the Port District's concerns are being addressed through discussions with City staff and as determined appropriate, will be incorporated into the final 2005 General Plan.

Letter 32

COMMENTER: McLoughlin Family Ranch

DATE: July 15, 2005

RESPONSE:

Response 32A

The commenter states an opinion that the 1.14% annual population growth rate assumed for Scenarios 2-6 is more realistic than the 0.88% growth rate assumed for Scenario 1. This opinion is noted. The growth rates used in the Draft EIR were directed by the City Council. These assumptions were used for analytical purposes. The actual growth rate in the City varies from year to year and is dependent upon a variety of factors.

Response 32B

The commenter states an opinion that, given the complications associated with intensification and reuse, the City should allow the opportunity to consider development of the expansion areas. The commenter also notes that the Draft EIR identifies limitations on available land under the Intensification/Reuse Only scenario.

Although City staff are recommending adoption of the land use map included in Scenario 1 (Intensification/Reuse Only), the City will continue to have the option of allowing development of one or more of the expansion areas. Any land use designation change for the expansion areas that are subject to the SOAR Ordinance, whether sought as part of the 2005 General Plan or as a future General Plan amendment application, would be subject to voter approval.

It is correct that the Draft EIR identifies limitations on available land for the development of schools and parks under the Intensification/Reuse Only scenario. Impacts relating to schools and parks are not significant under CEQA. However, as noted in the Draft EIR, the relative lack of available land may limit the ability to develop new large park facilities or schools.

Response 32C

The commenter points out several potential benefits associated with development of the Olivas expansion area. Some of the benefits noted by the commenter, including potential circulation improvements and restoration of the Arundell Barranca, are discussed in the Draft EIR. In addition, in Section 4.15, the Draft EIR notes that the Intensification/Reuse Only scenario may restrict the types of housing available as compared to Scenarios 2, 3, 4, and 6, emphasizing multi-family housing over single family housing.

Response 32D

The commenter notes that although development of the Olivas area may conflict with the California Coastal Act policy relating to Prime farmland conversion, it could implement other Coastal Act policies relating to coastal access and recreation and enhancement of water quality.

This is correct. As discussed in Section 4.14 of the Draft EIR, possible future development within the Olivas expansion area could be found to be consistent with several Coastal Act policies.

Response 32E

The commenter notes that earlier documents included the Olivas expansion area in a "staff recommended" or "City Council preferred" scenario and requests that the City Council include the Olivas area within its proposed Sphere of Influence (SOI) boundary. It is true that the City Council identified three expansion areas, including the Olivas area, in its "preferred scenario" in July/August 2004. However, because the City's desire to focus on intensification/reuse, staff are now recommended adoption of the Intensification/Reuse Only scenario. It should be noted that the City will not be seeking SOI boundary adjustments at this time. The Ventura LAFCO will, however, be performing an analysis of the SOI boundary within the next year that will likely result in adjustments that exclude areas not planned for development within the next five years (including areas subject to SOAR) from the SOI.

32

McLoughlin Family Ranch
1200 Cypress Point Lane
Ventura, CA 93003
(858) 204-7680

July 15, 2005

Kari Gialketsis, Principal Planner
City of San Buenaventura
Community Development Department
501 Poli Street P.O. Box 99
Ventura, CA 93001-0099

Sent by Email kgialketsis@ci.ventura.ca.us and Fax #(805) 653-0763

Re: City of San Buenaventura 2005 General Plan Draft EIR

Dear Ms. Gialketsis:

On behalf of the members of the McLoughlin Family, who own approximately 300 acres of land located along Olivas Park Drive, in the City of Ventura ("*McLoughlin Ranch*"), thank you for the opportunity to comment on the City of Ventura's proposed 2005 General Plan and its accompanying Draft Environmental Impact Report, dated June 2005.

The *McLoughlin Ranch* property is located within the 930 acre Olivas Potential Expansion Area ("Olivas PEA"), as described in the City's General Plan Update and accompanying documents. There are six additional families/entities that own parcels of various sizes within the *Olivas PEA*. While the McLoughlin Family has been in communication with the other *Olivas PEA* property owners, who have expressed a desire and willingness to work cooperatively on any potential future planning efforts for the Olivas PEA, it should be noted that the comments expressed in this letter are those of the McLoughlin Family, and we are not intending to speak for, or represent the views of the other *Olivas PEA* property owners.

It is our understanding that the new Draft General Plan sets forth an unambiguous emphasis regarding the City's desire to focus on accommodating future growth with infill, intensification, and re-use of sites within the currently urbanized areas of the City, prior to considering any potential expansion of the City. And yet, there is strong indication of a number of potentially significant benefits to the City, and its General Plan Goals, that could only be accommodated through future development in one or more of the Potential Expansion Areas ("PEAs"):

"...the community has indicated that before the city expands any further, the first priority to achieving planning goals should be in the vacant and underutilized areas of the City. Yet even the most successful efforts to achieve community planning goals through infill may need to be supplemented at some point by expanding into areas outside the city limits. Such expansion may not only be necessary to fulfill development objectives; it may also be needed to provide open space, parklands and natural areas to be preserved and restored...These areas (PEAs) were identified because they embody opportunities for achieving a variety of community vision objectives that may not be feasible within existing city limits." (VGP-Attachment D-Long Term Potential Expansion Strategy)

We also understand that the City will, at a yet undefined future date, be considering and making a decision regarding a Long-Term Potential Expansion Strategy, which will include: a) Guidelines for Timing and Consideration of PEAs; b) Framework for Development of Expansion Areas; and c) Criteria and Process for Site Selection. We know that any future development of the PEAs will require the preparation and approval of a Specific Plan, including the necessary environmental review, and will ultimately require a SOAR vote, and approval of the development concept by Ventura's electorate. We are not seeking to address the details of those future deliberations and policy decisions at this time.

While we are aware that the City has chosen to position its Draft 2005 General Plan as an Intensification/Reuse Only strategy (Scenario 1), and that the decision regarding which, if any, of the potential expansion strategies (Scenarios 2-6) will be selected for future planning has been segregated from the approval and adoption process for the 2005 General Plan Update, there are a number of issues/comments that we would like to address in response to the DEIR analysis, which is being used as a basis for this decision. Please consider the following:

1) **Growth Rate:** The Intensification/Reuse Only Scenario assumes a citywide annual population growth rate for the planning time frame of the 2005 VGP (2005-2025) to be 0.88%, while all of the Scenarios that include PEAs are based on a projected annual growth rate of 1.14%. While the 0.88% annual rate reflects Ventura's actual growth rate for the past 10 years (1994-2004), we believe that this growth rate was restricted by a number of factors including: the national, regional and local economic recession of the 1990s; the loss of several major employers from the area (including Kinko's relocation of corporate offices from Ventura to Texas); and the limited supply of new housing units that were produced in Ventura during that time frame due to restrictions imposed by the City's Residential Growth Management Program (RGMP).

A

We believe that the 1.14% growth rate is a more realistic and prudent projection for the City to use in its planning efforts, because this represents the longer range historic view of Ventura's actual growth (1984-2004), and is also much closer to the Countywide growth rates, and the City's actual growth during the recent past from 2000 to 2005.

2) **City's Ability to Accommodate Projected Growth with Infill Only:** Scenario 1 proposes to meet all of the City's anticipated growth, as projected using the 0.88% growth rate through 2025 (which assumes 8,300 new residential dwelling units and nearly 4.9 million new square feet of commercial, office, and industrial space), through the intensification and reuse of land within currently urbanized areas. While we appreciate and support the community's desire to accommodate as much of its anticipated growth as possible, through infill development, we question the feasibility of actually being able to accommodate this much growth within areas defined in Scenario 1. The DEIR identifies the primary areas where this growth is expected to occur, including defined Planning Districts and Corridors, many of which are located in the Downtown, Westside, and Midtown communities.

B

However, infill development can be much more complicated and costly, and faces many challenges that do not affect "Greenfield" development. Meeting the City's growth needs through Scenario 1 will require significant private investment, cooperation with existing neighbors, and less restrictive zoning and land use regulations than those that currently exist in Ventura. Until the City has completed an update of its zoning ordinance, and adopts the proposed form-based codes, it may be virtually impossible to legally approve enough projects at the levels of density that would be required in order to meet the proposed level of development. It is our understanding that the City plans to begin re-writing its zoning and development codes after the General Plan Update is approved, and that the process of developing the form based codes could take as long as two additional years to complete.

Given the inherent limitations of infill development, combined with probable conflicts between 2005 General Plan Policies and the existing regulatory framework, we believe that it would be prudent for the City to keep its options open by allowing for the opportunity to consider future development of the PEAs. It should also be noted that due to the requirements for Specific Plans and SOAR votes, any future development in the PEAs would require a multi-year planning effort. If the City waits until it discovers that its infill strategy has not been successful in yielding the needed level of development, it may be too late to meet growth projections within the planning period (2005-2025) through development in one or more of the PEAs.

Furthermore, the DEIR clearly indicates that there is a shortage of available land in Scenario 1 to meet the increased demand for Public Services that would be generated under even this lower growth rate scenario. Of particular concern is the lack of available infill sites large enough to provide additional fire, police, schools, and recreational facilities. The DEIR further states that "...limited available land for new schools may necessitate condemnation of property for new school sites and/or more intensive use of existing facilities." (Impact PS-3), and "Large sites to accommodate citywide park facilities are also lacking under this scenario" (Impact PS-6). Future development in one or more of the PEAs will alleviate these issues, especially the Olivas PEA, which offers adequate land to mitigate any impacts of Olivas development and additionally to offset the unmet needs from Scenario 1.

3) **Constraints on Intensification/Reuse Only Strategy:** In addition to the acreage, social, and regulatory limitations of Scenario 1, as described above, there are numerous specific and significant potential constraints associated with this strategy which are identified throughout the DEIR, and particularly in Section 4. The Intensification/Reuse Scenario assumes that a large percentage of the City's future growth will be met within the Planning Districts and Corridors, as identified in the Draft General Plan Update, and that a significant amount of this growth would occur in the older urbanized areas of the City, including Downtown, Midtown and the Westside. However, these older areas of town present a myriad of development challenges, which could very likely limit the potential growth in those areas, and/or negatively impact the financial viability of infill development. Some of these areas of concern, as identified in Section 4, include: Cultural and Historic Resources; Geologic Hazards; Hazardous Materials; Hydrology and Water Quality; Public Services; and Utilities.

   Section 4 details numerous deficiencies in existing water, sewer and storm water facilities, especially in the older parts of town, that will require extensive re-investment and upgrades to infrastructure. This could affect the cost, timing, and/or ultimate viability of infill development in some areas. Also, the downtown and Westside areas are ripe with identified and potential unidentified cultural and historic/prehistoric resources. Development in these areas may well conflict with other General Plan and Ventura Vision priorities regarding historic and cultural preservation. The Westside and portions of the Downtown communities also contain identified hazardous material issues. Any of these factors could severely limit the true development potential under Scenario 1.

C

4) **Benefits of Olivas Expansion Area:** While there are certainly some potential challenges associated with future development in the Olivas PEA, the DEIR also identifies numerous potential benefits to the City, which could be obtained through the future planning of a high quality, mixed-use, new urbanist village at this location. In addition to the benefits listed above, Olivas offers opportunities to improve, enhance, and/or mitigate numerous issues of community wide importance, and to fulfill several General Plan and Vision Goals/Priorities, including:

   a. Completion of critical multi-modal circulation linkages that will enhance and improve circulation between existing neighborhoods, and promote alternative modes of transportation, by: I) connecting the Olivas/Ventura Harbor area to midtown through the extension of Mills Road, II) enhancing the Arrundell Barranca Bike and Pedestrian Pathway to create a safer and more appealing alternate circulation corridor, III) possible creation of a multi-modal transit center along the railroad line on Olivas PEA. (GP Policies 4A, 4B, and 4C)

   b. Enhancing the economic viability of both the Ventura Harbor and the Pacific View Mall, by improving access and visibility, and creating better connectivity between these two vital commercial/tourist attractions, thus generating higher sales tax revenue to the City. (Impact TC-2)

   c. Development in the Olivas PEA could allow for the restoration of the Arrundell Barranca into a more natural state (Vision Goal), and the creation of a beautiful parkland and bio-filtration area surrounding the Barranca, which would help to alleviate the siltation problems that are negatively affecting the waterways of the Ventura Keys and the Harbor. This would help meet several environmental, Coastal Commission, Vision, and General Plan priorities by using BMPs to improve storm water quality, enhancing the viability of commercial fishing and recreational boating in the Harbor, and creating attractive recreational opportunities for all residents. (Impact HWQ-2 and HWQ-3, GP Action 5.2, and Action 1.10, among others)

   d. Scenario 1 will produce mostly multi-family housing, do to the limited amount of land available, and the desire to intensify development in currently urbanized areas. Future development in Olivas will allow for a greater diversity of housing choices. (DEIR page 4.15-10)

D

5) **Coastal Commission Priorities:** While it is noted that the preservation of Prime Agricultural land in the Coastal Zone is a priority of the

California Coastal Commission, the DEIR also discusses several other priorities/policies of the California Coastal Act (CCA) that could be served by a development in the Olivas PEA which adheres to policies of the Act, with the potential benefits outweighing any loss associated with the conversion of agricultural land. These are located in Section 4.14 of the DEIR and include: Article 2-Public Access (connecting Harbor to other areas of town and enhanced bike/ped trails); Article 3-Recreation (opportunities for coastal-related recreational activities/facilities, and visitor-serving commercial uses); Article 4- Marine Environment (enhance water quality and protection of commercial fishing & recreational boating); Article 6-Land Resources (allows for conversion of prime farmland when would allow for concentration of development in close proximity to existing developed areas with adequate services); and Article 6- Development.

Finally, we would like to note that in the initial Notice of Preparation for this DEIR, which was issued in September 2004, the Olivas PEA was included in the Staff Recommended Scenario; and in the Revised NOP that the City issued in December 2004, Olivas was included in the City Council Preferred Scenario; but it has now been removed from a priority position in the DEIR. Given the numerous potential benefits from future development in the Olivas PEA, and the ability to realize numerous City Vision and General Plan Goals, we respectfully request that the City Council include the Olivas PEA in its proposed Sphere of Influence boundaries, in its application to LAFCO. E

Thank you for your time and consideration of our comments.

Sincerely,

McLoughlin Family

James P. McLoughlin Jr.
Thomas V. McLoughlin
Robert & Marie Thomas
Stanley H. Chambers

Letter 32

COMMENTER: McLoughlin Family Ranch

DATE: July 15, 2005

RESPONSE:

Response 32A

The commenter states an opinion that the 1.14% annual population growth rate assumed for Scenarios 2-6 is more realistic than the 0.88% growth rate assumed for Scenario 1. This opinion is noted. The growth rates used in the Draft EIR were directed by the City Council. These assumptions were used for analytical purposes. The actual growth rate in the City varies from year to year and is dependent upon a variety of factors.

Response 32B

The commenter states an opinion that, given the complications associated with intensification and reuse, the City should allow the opportunity to consider development of the expansion areas. The commenter also notes that the Draft EIR identifies limitations on available land under the Intensification/Reuse Only scenario.

Although City staff are recommending adoption of the land use map included in Scenario 1 (Intensification/Reuse Only), the City will continue to have the option of allowing development of one or more of the expansion areas. Any land use designation change for the expansion areas that are subject to the SOAR Ordinance, whether sought as part of the 2005 General Plan or as a future General Plan amendment application, would be subject to voter approval.

It is correct that the Draft EIR identifies limitations on available land for the development of schools and parks under the Intensification/Reuse Only scenario. Impacts relating to schools and parks are not significant under CEQA. However, as noted in the Draft EIR, the relative lack of available land may limit the ability to develop new large park facilities or schools.

Response 32C

The commenter points out several potential benefits associated with development of the Olivas expansion area. Some of the benefits noted by the commenter, including potential circulation improvements and restoration of the Arundell Barranca, are discussed in the Draft EIR. In addition, in Section 4.15, the Draft EIR notes that the Intensification/Reuse Only scenario may restrict the types of housing available as compared to Scenarios 2, 3, 4, and 6, emphasizing multi-family housing over single family housing.

Response 32D

The commenter notes that although development of the Olivas area may conflict with the California Coastal Act policy relating to Prime farmland conversion, it could implement other

Coastal Act policies relating to coastal access and recreation and enhancement of water quality. This is correct. As discussed in Section 4.14 of the Draft EIR, possible future development within the Olivas expansion area could be found to be consistent with several Coastal Act policies.

Response 32E

The commenter notes that earlier documents included the Olivas expansion area in a "staff recommended" or "City Council preferred" scenario and requests that the City Council include the Olivas area within its proposed Sphere of Influence (SOI) boundary. It is true that the City Council identified three expansion areas, including the Olivas area, in its "preferred scenario" in July/August 2004. However, because the City's desire to focus on intensification/reuse, staff are now recommended adoption of the Intensification/Reuse Only scenario. It should be noted that the City will not be seeking SOI boundary adjustments at this time. The Ventura LAFCO will, however, be performing an analysis of the SOI boundary within the next year that will likely result in adjustments that exclude areas not planned for development within the next five years (including areas subject to SOAR) from the SOI.

Appendix H

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Environmental Impact Report, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the Mitigation Monitoring and Reporting Program (MMRP).

The following table is a checklist to be used to verify compliance with the mitigation measures included in the Final EIR for the "Intensification/Reuse Only" scenario.

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
AIR QUALITY				
AQ-2 Additional Air Quality Actions. The following actions should be added to the 2005 General Plan to address air quality impacts of future development on a case-by-case basis: • Require air quality analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval. • In accordance with Ordinance 93-37, continue to require payment of fees to fund regional transportation demand management (TDM) programs for all projects generating emissions in excess of Ventura County APCD thresholds.	Verification that actions are included in the final 2005 General Plan; review of individual projects over the life of the 2005 General Plan	Verification of inclusion of recommended actions prior to publication of the final 2005 General Plan; review and assessment of fees prior to issuance of building permits for individual development projects	Once prior to final 2005 General Plan publication; review of individual projects as needed over the life of the 2005 General Plan	Planning Department
AQ-3 Construction Mitigation. The following action should be added to the 2005 General Plan to address air quality impacts of future construction projects on a case-by-case basis: • Require individual construction contractors to implement the construction mitigation measures included in the most recent version of the Ventura County APCD's Ventura County Air Quality Assessment Guidelines and, when	Verification that the action is included in the final 2005 General Plan; verification that construction plans for individual projects include provisions that are consistent with APCD guidelines	Verification of inclusion of the recommended action prior to publication of the final 2005 General Plan; review and approval of construction plans prior to issuance of grading permits for individual development projects	Once prior to final 2005 General Plan publication; review of individual projects as needed over the life of the 2005 General Plan	Planning Department

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval.				
HYDROLOGY AND WATER QUALITY				
HWQ-2 Additional Drainage Actions. The following actions shall be added to the 2005 General Plan to address existing storm drain system deficiencies: • Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City. • Adopt assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist (e.g., Downtown district, Ventura Avenue corridor, and Harbor district). The following actions are recommended to minimize the impact of future development on the local storm drain system and implement City goals regarding sustainable infrastructure: • As feasible, require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff. Such methods may include, but are not limited to, (1) the use of pervious paving material within	Verification that actions are included in the final 2005 General Plan; inclusion of infrastructure plans in future development plans (e.g., specific plans, redevelopment plans) for areas where deficiencies exist	Verification of inclusion of recommended actions prior to publication of the final 2005 General Plan; verification that appropriate infrastructure plans are in place prior to approval of development plans for affected areas	Once prior to final 2005 General Plan publication; verification of infrastructure plans as needed over the life of the 2005 General Plan	Planning Department, Public Works Department, Planning Commission, City Council

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
parking lots and other paved areas to facilitate rainwater percolation; and (2) construction of retention/detention basins to limit runoff to pre-development levels and to encourage infiltration into the groundwater basin. • Where deemed appropriate, condition new developments adjacent to Ventura County Watershed Protection District channels to dedicate necessary right-of-way to meet future District needs.				
NOISE				
N-1 Rubberized Asphalt. The following action shall be added to the 2005 General Plan to reduce general traffic noise: • As feasible, use rubberized asphalt or other sound reducing material for paving and re-paving of City streets.	Verification that the action is included in the final 2005 General Plan; verification that rubberized asphalt is used when feasible, particularly on roads where noise levels approach or exceed City standards	Verification of inclusion of the recommended action prior to publication of the final 2005 General Plan; prior to re-paving of individual roads over the life of the 2005 General Plan	Once prior to final 2005 General Plan publication; re-paving as needed over the life of the 2005 General Plan	Planning Department; Public Works Department
N-3 Noise Ordinance Update. The following action shall be added to the 2005 General Plan: • Update the Noise Ordinance in conjunction with the new development code to provide noise standards for residential projects and residential components of mixed use projects within commercial and industrial zones.	Verification that the action is included in the final 2005 General Plan; verification that the new development code includes noise standards for residential projects within commercial and industrial zones	Verification of inclusion of the recommended action prior to publication of the final 2005 General Plan; verification of inclusion of noise standards prior to approval of new development code	Once prior to final 2005 General Plan publication; once prior to approval of development code	Planning Department, Planning Commission, City Council
PUBLIC SERVICES				
PS-2 Police Protection Service. The following actions shall be added to the 2005 General Plan:	Verification that the action is included in the final 2005 General Plan; annual	Verification of inclusion of the recommended action prior to publication of the	Once prior to final 2005 General Plan publication; monitoring annually over	Planning Department; Police Department

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
• Establish a new Downtown storefront to meet the needs of the growing Downtown population • Expand the Police Department headquarters as necessary to accommodate staff growth.	monitoring of Police Department facility needs and development of new facilities as needed	final 2005 General Plan; monitoring of Police Department facilities annually over the life of the 2005 General Plan	the life of the 2005 General Plan	
PS-3(a) School Coordination. The following action should be added to the 2005 General Plan: • Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development.	Verification that the action is included in the final 2005 General Plan; verification of coordination with School District in conjunction with review of individual developments	Verification of inclusion of the recommended action prior to publication of the final 2005 General Plan; coordination prior to approval of individual development projects	Once prior to final 2005 General Plan publication; coordination as needed over the life of the 2005 General Plan	Planning Department, Planning Commission, City Council
PS-5 Solid Waste Disposal Facilities. The following actions shall be added to the 2005 General Plan: • Coordinate with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, or develop alternative means of disposing of solid waste that will provide sufficient capacity for waste generated in the City. • Develop incentives for new residences and businesses to incorporate recycling and waste diversion practices using guidelines provided by the Environmental Services Office.	Verification that the action is included in the final 2005 General Plan; verification of inclusion of appropriate incentives in new development code	Verification of inclusion of the recommended action prior to publication of the final 2005 General Plan; verification of inclusion of incentives prior to adoption of new development code	Once prior to final 2005 General Plan publication; once prior to adoption of new development code	Planning Department, Planning Commission, City Council
TRANSPORTATION AND CIRCULATION				
TC-1 Additional Circulation Actions. The following actions shall be added to the 2005 General Plan to ensure that traffic impacts of future developments	Verification that the actions are included in the final 2005 General Plan; verification of traffic	Verification of inclusion of the recommended actions prior to publication of the final 2005 General Plan;	Once prior to final 2005 General Plan publication; analysis and development of mitigation as needed	Planning Department; Public Works Department, Planning Commission, City Council

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
are addressed and mitigated: • Require project proponents to analyze traffic impacts and implement mitigation as appropriate prior to development. Depending upon the nature of the impacts and improvements needed, mitigation may either consist of implementing needed physical improvements, contributing "fair share" fee toward implementation of needed improvements, or some combination thereof. • Update the traffic mitigation fee program to fund necessary citywide circulation and mobility system improvements needed in conjunction with new development.	mitigation fee program update; analysis of impacts of individual development projects and inclusion of appropriate mitigation	verification of traffic mitigation fee program update in conjunction with annual General Plan review; analysis and development of mitigation prior to approval of individual development projects	over the life of the 2005 General Plan	
UTILITIES AND SERVICE SYSTEMS				
U-1 Water System Analysis. The following action shall be added to the 2005 General Plan: • Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements for the proposed development in order to determine if there are any system deficiencies or needed improvements for the proposed development.	Verification that the action is included in the final 2005 General Plan; analysis of impacts of individual development projects and inclusion of appropriate mitigation	Verification of inclusion of the recommended action prior to publication of the final 2005 General Plan; analysis and development of mitigation prior to approval of individual development projects	Once prior to final 2005 General Plan publication; analysis and development of mitigation as needed over the life of the 2005 General Plan	Planning Department, Public Works Department, Planning Commission, City Council
U-2(a) Sewer System Analyses. The following action should be added to the 2005 General Plan: • Require project proponents to	Verification that the action is included in the final 2005 General Plan; analysis of impacts of individual development projects and	Verification of inclusion of the recommended action prior to publication of the final 2005 General Plan; analysis and development	Once prior to final 2005 General Plan publication; analysis and development of mitigation as needed over the life of the 2005	Planning Department, Public Works Department, Planning Commission, City Council

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
conduct sewer collection system analysis to determine if downstream facilities are adequate to handle the proposed development.	inclusion of appropriate mitigation	of mitigation prior to approval of individual development projects	General Plan	

Westside Community Plan

Revised Draft

October 2012

Acknowledgements

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Introduction

Community Vision

TO CREATE AN INTERCONNECTED, REVITALIZED WESTSIDE COMMUNITY THAT IMPROVES OVER TIME BY PRESERVING NEIGHBORHOOD HERITAGE, SUPPORTING AND EXPANDING THE VIBRANT ARTS COMMUNITY, REQUIRING WELL DESIGNED DEVELOPMENT, INCREASING URBAN PLAZAS AND GREEN SPACES, ENHANCING MULTI-MODAL TRAVEL OPTIONS, AND EXPANDING JOBS, WITH AN EMPHASIS ON GREEN TECHNOLOGY AND HIGH TECH SECTOR OPPORTUNITIES.

Setting

The proposed Westside Community Plan area consists of approximately 900 acres excluding ROW, located on the western edge of the City. The Plan area is generally bounded by the steep hillsides to the east, Highway 33 to the west, Park Row Avenue on the south, and Ottawa Street on the North and the adjacent North Avenue District as identified in the 2005 General Plan. The Plan area is divided into eastern and western halves by Ventura Avenue.

The southerly border of the Westside Plan begins immediately north of the Downtown Ventura area, and is approximately 26 miles south of the City of Santa Barbara. State Route 33 connects the Westside area to unincorporated Ventura County and Ojai to the north, and to Highway 101 which connects the greater Ventura City area to Los Angeles to the south, and Santa Barbara County to the north.

History

The City of Ventura was originally settled by native Chumash tribes who lived undisturbed until the arrival of Spanish missionaries. In 1782, missionaries led by Junipero Serra established the San Buenaventura Mission south of the Plan area, the original aqueduct of which runs to the north end of the Plan area.

Because Ventura was not easily accessible, the City experienced little economic or population growth until a railway connection and port were established in the 1880s that catalyzed development. Oil was discovered in Ventura in 1885. In the early 1900s, the first oil field was created on the Westside, known as the Ventura Avenue Oil Field. The subsequent oil boom resulted in a period of intense growth for the Westside Community and the adjacent North Avenue area, and established the pattern of development. This period of industrial development was influential in shaping the community's character. By the 1920s, both the Westside Community and adjacent North Avenue areas had approximately 113 oil wells. The oil boom also resulted in the establishment of other support industries, such as wire yards and machine shops. The Westside Community area was developed with workforce housing. By the 1970s, oil production rates began to decline, taking much of the employment base out of the area. A large refinery located near Stanley Avenue was demolished, and one of the larger companies in the area, VETCO, sold their headquarters to KINKO'S, signaling a shift to lighter industrial uses in the area.

Built Environment, Context and Character

The Westside area is characterized by an interconnected, pedestrian-scale grid of workforce housing neighborhoods dating back to the early part of the 20th century. Several disconnected alleyways and frequently spaced narrow residential streets provide residents with pedestrian-oriented paths to access Ventura Avenue, the planning area's primary roadway. Along Ventura Avenue, commercial development ranges from small single-story shops to larger two-story mixed-use buildings with a regular pattern of small nodes that have historically served as gathering places. However, there are often abrupt transitions between industrial and residential land uses, coupled with a discontinuous pattern of industrial land uses along Ventura Avenue and Olive Street with a resulting inconsistent pattern of building massing and scale North of Stanley Avenue along Ventura Avenue of the Westside area. The primary connection between Ventura Avenue and State Route 33 for the Westside is Stanley Avenue. Stanley Avenue is home to the Ventura Unified School District headquarters and bus operations center, Ventura Community College District headquarters, as well as industrial uses and several mixed-use development proposals.

Implementation

This Community Plan is intended to implement the City's General Plan at the neighborhood level. While this Community Plan provides further direction on requirements and development standards for new development, policies and actions of the General Plan remain applicable and in effect. The Westside Community Planning Project includes a proposal to study adoption of a redevelopment project area per California Redevelopment Law (CRL). Implementation of policies and public improvements included within the Community Plan will occur through redevelopment tax increment financing, Capital Improvement Program financing and leveraged private investment, among other financing opportunities.

Plan Preparation Process

Civic engagement is critical to successful planning efforts. The Westside Community Plan is the result of an extensive public participation process that began in 1996 with the series of 'Take Part Westside' public workshops, which led to a community vision for revitalization of the Westside area. In 1999, the *Westside Urban Design Plan* incorporated key elements and established design guidelines supportive of the 'Take Part Westside' vision.

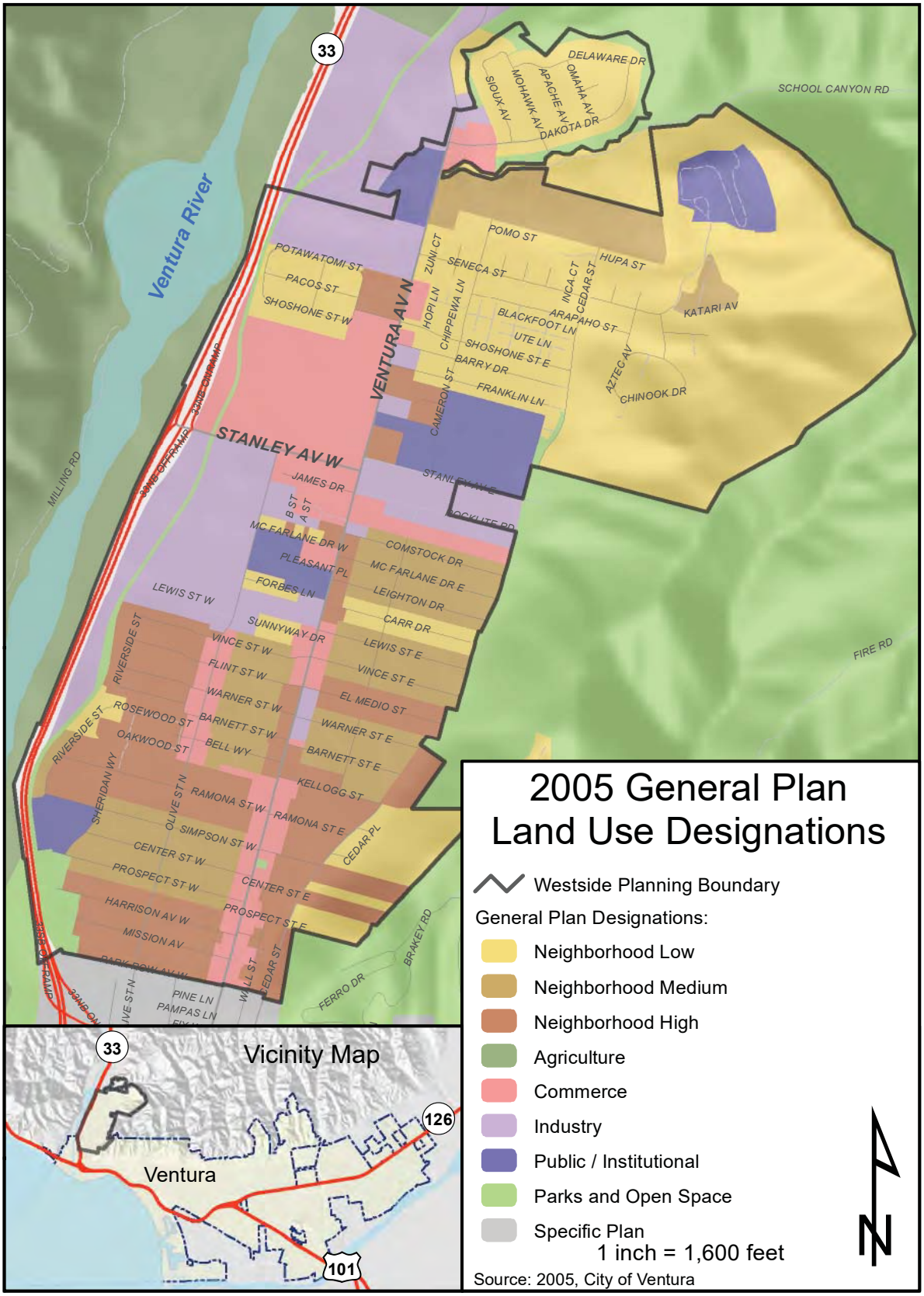
In the year 2000, the *Ventura Vision* plan, which ultimately guided formulation of the 2005 Ventura General Plan, incorporated the goals and objectives developed during the Westside vision process. That same year, the *Westside Economic Strategy* assessed the Westside's economic strengths, weaknesses, and opportunities and summarized the existing conditions of the areas land uses. These efforts culminated in the 2001 Westside Workshop and *Conceptual Land Use Plan*.

Beginning in 2006, the City also sponsored well-attended public workshops over several months to gather and incorporate meaningful public input. Students from the City and Regional Planning Department at California Polytechnic State

University, San Luis Obispo, assisted City staff with many of these workshops and assembling background data for the Community Plan including a comprehensive survey of parcels in the project area, and survey of community members preferences regarding building type and scale.

In the Fall of 2010, a preliminary draft Westside Community Plan was circulated for public review and feedback including extensive workshops and feedback sessions with community groups, city commissions and members of the public. The result of that feedback was contained in the Draft Westside Community Plan of April 2011. Continued review by the Planning Commission City Council and specialized workshops in the summber of 2011 resulted in the current Draft Westside Community Plan.

Westside Community Plan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Ventura River
DELAWARE DR
OMAHA AV
APACHE AV
DAKOTA DR
MOHAWK AV
SIOUX AV
SCHOOL CANYON RD
POMO ST
ZUNI CT
SENECA ST
HUPA ST
INICA CT
CEDAR ST
HOPI LN
CHIPPEWA LN
ARAPAHO ST
BLACKFOOT LN
KATARI AV
UTE LN
SHOSHONE ST E
BARRY DR
AZTEC AV
CHINOOK DR
FRANKLIN LN
CAMERON ST
POTAWATOMI ST
PACOS ST
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HARRISON AV W
MISSION AV
CEDAR ST
PINE LN
PAMPAS LN
FERRO DR
BRAKEY RD
MILLING RD
FIRE RD
33
Vicinity Map
126
Ventura
101
2005 General Plan
Land Use Designations
Westside Planning Boundary
General Plan Designations:
Neighborhood Low
Neighborhood Medium
Neighborhood High
Agriculture
Commerce
Industry
Public / Institutional
Parks and Open Space
Specific Plan
1 inch = 1,600 feet
N
Source: 2005, City of Ventura

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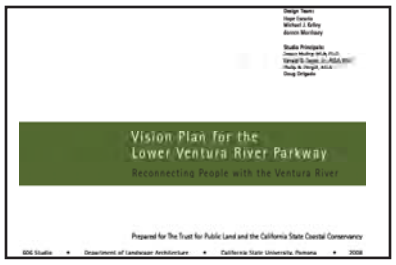
12.1 Our Natural Community

The natural setting framing the Westside Community Planning area is one of the areas greatest assets. The Pacific Ocean is located less than one mile south of the Westside Community area. To the east and west, the Westside sits between the Ventura County hillsides and the Ventura River. Drainage channels from this area feed the Ventura River, which eventually empties into the Pacific Ocean. Revitalization of the Westside Community area must consider the potential human impact on the river and hillside environments and also focus on the benefits these natural areas provide for the community, such as contributing to larger ecosystems, adding aesthetic value, and providing recreational opportunities. On a regional level, the Westside Community has a primary interest in participating in the implementation of the Vision Plan for Lower Ventura River Parkway completed in April 2012, to preserve and enhance the Ventura River.

Goal: Support the native ecology, endangered species, and opportunities for recreational uses in and along the Ventura River.



Lower Ventura River Parkway Plan provides planning tool for local governments and land owners to create a parkway:
- compatible with recreational use,
- promotes sustainable land stewardship,
- respects river function, and
- enhances regional ecosystems

Policy 12 A: Participate with stakeholders and agencies to protect natural resources and enhance the Ventura River.

Action 12.1.1: Assist and work regionally with the County and Ventura River stakeholders in the implementation of the Ventura River Parkway for watershed and recreation planning.

Action 12.1.2: Upon adoption of the Ventura River Multi-Species Habitat Conservation Plan, new development shall coordinate with Federal, State and Local resource agencies to facilitate recovery of endangered species in the Ventura River Watershed.

Policy 12 B: Follow a development approach that contributes to resource conservation in the Westside Community.

Action 12.1.3: In partnership with other stakeholders, conduct an inventory of existing conditions and hydrological resources at the regional and watershed scale and formulate a plan to mitigate hydrological impacts of development to water quality of local surface drainage in developed areas adjacent to the Ventura river.

Action 12.1.4: Provide bio-filtering and groundwater recharging through low impact development (LID) and other careful design of new development in the Westside Community.

Action 12.1.5: Require new development to install city approved trash excluders in stormwater inlets to reduce trash outflow to the Ventura River.

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12.2 Our Prosperous Community

Positioned along two major north-south arterials at Ventura Avenue and State Route 33, the Westside Community is located at the western edge of the city with opportunities for neighborhood serving retail and business to serve this segment of the population. The Westside has historically provided an excellent location for oil production support businesses as well as a wide variety of construction materials manufacturing and distribution firms. In recent years the local labor force has expanded to include many who are employed in technology sectors and the growing artist community. The industrial land located within the Westside is well suited for potential transition to green and high technology industries for economic prosperity in the first half of the 21st Century.

Proposed neighborhood linkages and revitalization of a jobs-producing industrial base is a Plan objective. Improved connectivity of the urban form can promote retail and transitioning industrial areas and create shopping and business service opportunities for the west side of Ventura. A variety of retail, shopping, educational, creative arts, and industrial opportunities are called for throughout the Plan. An opportunity exists to enhance retail along Ventura Avenue while promoting green and high-tech industrial opportunities in obsolete or converting industrial portions of the Plan area around Stanley Avenue. This Plan intends the historical Westside neighborhood to remain the town center of the area, complete with residential, retail and office space and several pedestrian nodes to facilitate community interaction and placemaking. Existing smaller industrial businesses are to be preserved to protect the jobs that they provide. The City of Ventura recognizes that prosperity is to be shared with all segments of the community and that services and jobs for struggling families, the disadvantaged, or disabled are part of what makes a community integrated, healthy and safe. This Plan aspires to protect economic interests of all residents by preserving and encouraging diversity in employment opportunities.

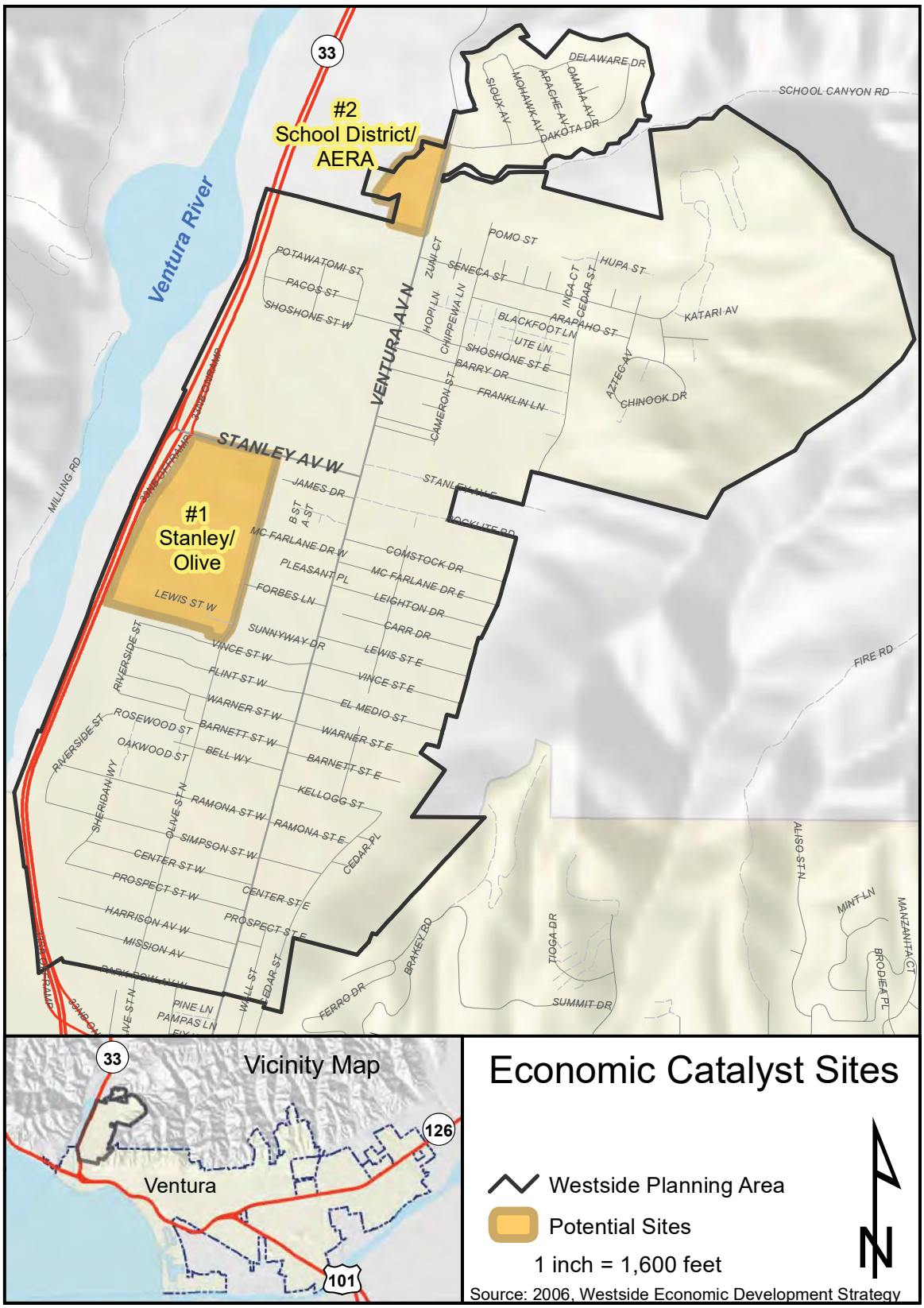
GOAL: Increase local shopping opportunities, diversify the local economy, and create job opportunities in the Westside areas.

GOAL: Provide for a variety of Westside Community workforce and transitional housing opportunities.

GOAL: Encourage diverse and equitable neighborhoods that provide housing options for a full range of incomes, physical abilities and ages.

Policy 12 C: Stimulate private investment for revitalization of underutilized parcels in the Westside Community Plan area.

Action 12.2.1: Identify federal, state and local funding sources for the Westside Community Planning project area to stimulate economic development and generate leverage funds for development opportunity sites in the area.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School District/
AERA
#1
Stanley/
Olive
Ventura River
STANLEY AV W
VENTURA AV N
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126
101
Vicinity Map
Ventura
Economic Catalyst Sites
Westside Planning Area
Potential Sites
1 inch = 1,600 feet
N
Source: 2006, Westside Economic Development Strategy

Action 12.2.2: Stimulate investment in two catalyst sites for their revitalization through available public and private financing along Olive at Stanley Avenue (Stanley/Olive); and portions of AERA and Ventura Unified School District parcels west of Ventura Avenue at Shell Road (School District/AERA) as follows:

- Catalyst Site #1: Industrial area south of Stanley Avenue, along Olive Street to be focus of economic development efforts to encourage traditional, green and high technology job recruitment to the City.

- Catalyst Site #2: School District/AERA: Portions of 90 acre site that includes approximately 4.5 acre Avenue School site to be considered for mixed-use development to provide transition between industrial uses to the north and newer residential and commercial uses to the south.

Policy 12 D: Support economic growth and the creation of traditional, green and high technology jobs through business retention, expansion, and formation.

Action: 12.2.3: Design and conduct a business-marketing program to publicize the key attributes of a Westside location to the business community.

Action 12.2.4: Collaborate with countywide, regional, and statewide economic development organizations to heighten awareness among targeted industries about the characteristics of business sites in the Westside.

Action 12.2.5: Establish a strategic vision that outlines Ventura Avenue as one of the City's Business Corridors and includes an emphasis on green industries.

Action 12.2.6: Consider the creation of an incentive program that targets businesses within desirable high-tech, green and creative industries to establish or relocate in the Westside Community.

Policy 12 E: Identify and designate Westside sites that are compatible with development opportunities for technology businesses and professional services firms to provide jobs.

Action 12.2.7: Establish a cohesive strategy for redevelopment of former oil industrial areas along Stanley Avenue and Olive Street.

Action 12.2.8: Expressly preserve underutilized sites on the Westside for job producing uses with respect to the whole community planning area.

***Action 12.2.9: Designate suitable locations and development standards for industrial and service commercial businesses in the Westside Community. Action implemented through Regulating Code designation.

***Action 12.2.10 Zone or maintain at least 96 acres for industrial and service commercial development, based on economic market analysis to inform the Plan. Action implemented through Regulating Code designation of Special District Industrial and Urban Center/Urban General.

Action 12.2.11: Pursue funding for brownfield site assessment and remediation to facilitate reuse of obsolete industrial parcels in the Westside Community.

Action 12.2.12: Locate sites or developments that could potentially house a green technology incubator and partner with other organizations for implementation.

Action 12.2.13: Respect and preserve oil production, high value job base and maintain existing land use, but anticipate long range industrial mixed use development of the Avenue School site. (Catalyst #2)

Policy 12 F: Collaborate with workforce training agencies and services programs to ensure Westside local worker access to new jobs.

Action 12.2.14: Coordinate with the California Employment Development Department, the County Human Services Agency, the Ventura Workforce Investment Board, Regional Occupation Program, and other workforce training agencies to provide well tailored employment training programs to meet the needs of businesses locating in the Westside and resident workers seeking new employment opportunities.

Policy 12 G: Prioritize and promote expansion of local-serving retail and service businesses to improve shopping opportunities in the Westside Community.

***Action 12.2.15: Zone locations for local-serving retail commercial businesses. Action implemented through Regulating Code designation.

***Action 12.2.16: Zone suitable sites for future retail commercial development to serve growth in Westside market demand. Action implemented through Regulating Code designation.

Policy 12 H: Promote development of Westside housing opportunities commensurate with the incomes generated by local businesses, at both upper and lower income levels.

Action 12.2.17: Encourage mixed use development to achieve a mix of housing types for a range of household income levels and options for seniors, families with children, and persons with disabilities in the community.

Policy 12 I: Encourage high quality, sustainable and green development project designs that reflect environmental quality and consideration of long- term benefit over short-term gain.

***Action 12.2.18: Expand the range of building and site design options that are permitted in order to further reduce the environmental footprint of new development in the community. Action implemented through Regulating Code.

***Action 12.2.19 Establish cost-effective private property design standards to provide visual buffers to screen industrial business operations from public

right-of-ways. Action implemented through Regulating Code.

Action 12.2.20 Identify funding or incentive programs to assist property owners in property improvements to screen industrial operations and reduce off-site visual impacts.

Policy: 12 J: Establish flexible form-based standards conducive to successful mixed-use development that provide residential and business opportunities at all economic levels.

***Action 12.2.21: Allow commercial businesses to be located where they benefit from traffic flow and visibility in order to capture market support from outside the Westside Community. Action implemented through Regulating Code.

***Action 12.2.22: Allow for shared parking in mixed-use projects to reduce the overall costs of development and defray the cost to commercial development. Action implemented through Regulating Code.

***Action 12.2.23: Collocate residential housing types that are compatible with the noise, lighting and traffic flows of business development in mixed-use projects. Action implemented through Regulating Code.

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12.3 Our Well Planned Community

Residents of the Westside want to enhance the quality of life within their neighborhoods. Revitalization of the public realm and redevelopment of commercial and industrial areas should be of the highest design to promote sense of place and local cultural identity, animation of the public realm, and foster connectivity. New development should also provide public amenities such as parks and protection of adjacent natural resources to meet larger citywide goals. These citywide goals include creating walkable, bikeable, compact neighborhoods with a wide diversity of housing types and neighborhood serving uses in order to increase housing choices, with strong urban design to address infill development in the residential areas and a strategy to increase parks. Greater intensity and mixed-uses are called for along Ventura Avenue. This Plan attempts to balance the public purpose of citywide initiatives to implement an infill strategy for Districts, neighborhood centers and along corridors within existing neighborhoods.

The future development of the Westside will be largely based on the success of revitalization efforts along Ventura Avenue and key areas that can serve as catalysts for other infill development. These areas include: the existing mixed use areas of Olive Street and the commercial corridor along Ventura Avenue with a focus on access and connectivity to spur economic activity; neighborhood centers within walking distance of surrounding communities, linked by multi-modal transit options and pedestrian-oriented design. Successful investment in these areas will strengthen the economic forces that encourage other infill development to occur.

The Westside includes the Ventura Avenue Corridor and is home to several neighborhood centers that are surrounded by well-connected neighborhood blocks. Opportunities exist to realize the revitalized potential of the neighborhood through improved linkages to expand mobility, enhanced pedestrian amenities along streetscapes, and contextually appropriate height and massing of new development along mixed-use corridors.

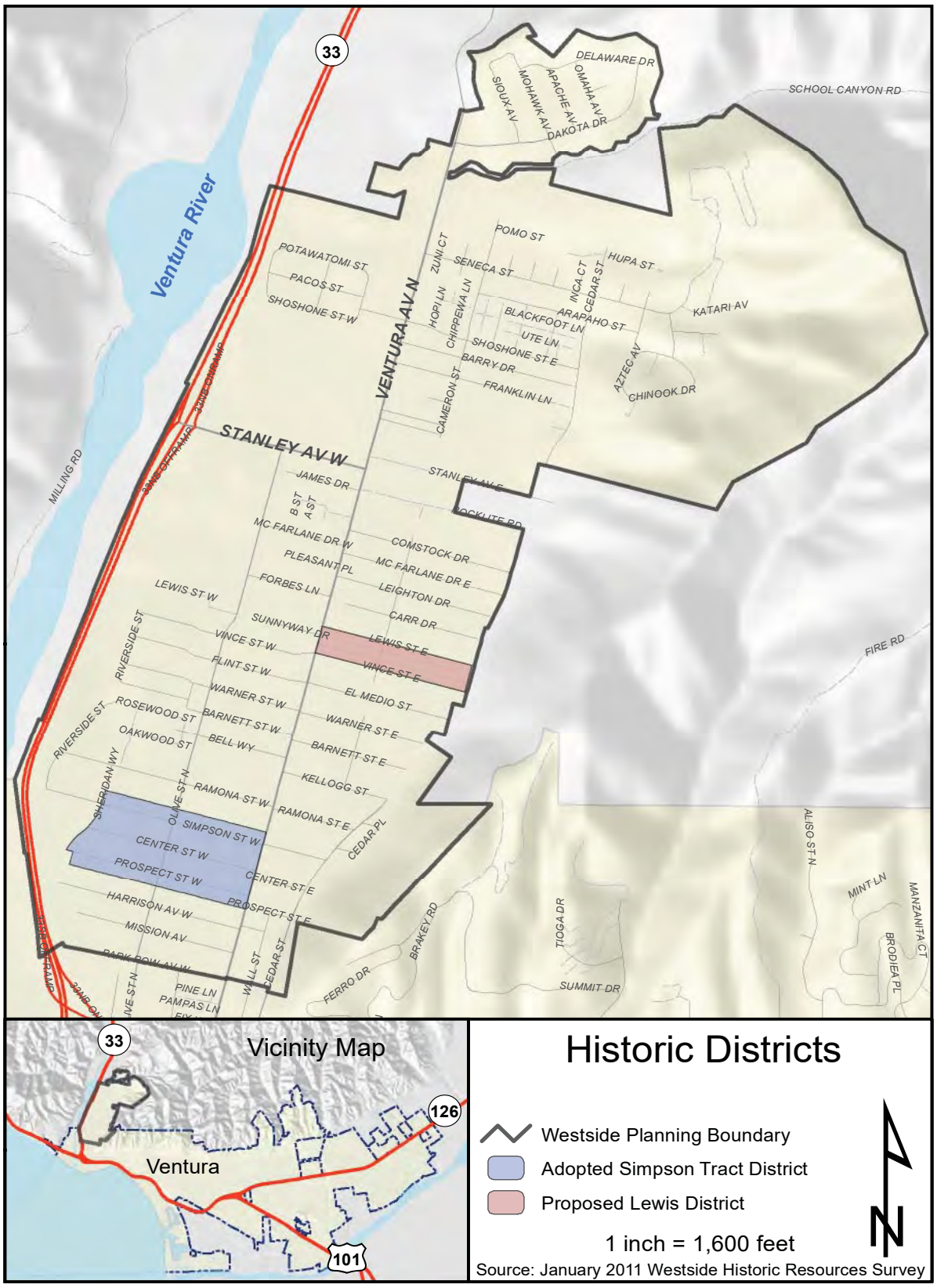
GOAL: Encourage Traditional Neighborhood Design in existing and new Westside neighborhoods.

GOAL: Enhance Ventura Avenue with plazas and green spaces that can accommodate gathering areas, trees and public art.

GOAL: Emphasize Neighborhood Preservation by valuing existing residential, industrial and artistic characteristics of the Westside community.

Policy 12 K: Develop public squares through dedication of pedestrian oriented space in new development along the Ventura Avenue Corridor.

Action 12.3.1: Install gateway monumentation within the right-of-way at the intersections of Ventura Avenue at Park Avenue, Ventura Avenue at Stanley Avenue, and Stanley Avenue at Olive Street.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ZUNI CT
HOPI LN
CHIPPEWA LN
INCA CT
CEDAR ST
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BLACKFOOT LN
UTE LN
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FRANKLIN LN
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AZTEC AV
CHINOOK DR
CAMERON ST
POTAWATOMI ST
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RAMONA ST W
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PARK ROW AV W
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OLIVE ST N
WALL ST
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BRODIEA PL
TIOGA DR
BRAKEY RD
FERRO DR
SUMMIT DR
Vicinity Map
33
126
101
Ventura
Historic Districts
Westside Planning Boundary
Adopted Simpson Tract District
Proposed Lewis District
1 inch = 1,600 feet
Source: January 2011 Westside Historic Resources Survey

Action 12.3.2: Create more intensive core ¼ mile pedestrian development areas along Ventura Avenue between Park Row to Kellogg; Warner to Lewis and around Stanley Avenue to Shoshone.

Cameron Street Park Exhibit

Policy 12L: Preserve existing Westside neighborhood character and integrate local history and cultural heritage into urban form and daily life.

Action 12.3.3: Coordinate with neighborhoods and the Historic Preservation Committee to designate a historic district between Lewis and Vince Streets and adopt design guidelines as identified in 2011 Westside Historic Preservation Survey.

Action 12.3.4: Maintain the scale of new buildings compatible with existing neighborhoods.

Action 12.3.5: Provide a transition in the buildings and urban form of the edges between the Downtown Specific Plan and Westside Plan.

Action 12.3.6: Work with Ventura Unified School District to facilitate reuse of Avenue School into a community amenity.

Action 12.3.7: Maintain the existing historically built character with regard to the increments of building, blocks, and neighborhoods that form the Westside.

Policy 12 M: Integrate the design principles of Traditional Neighborhood Development into Westside community-scale and building-scale plan.

Action 12.3.8: Develop more mixed-use type buildings and live/work units along Ventura Avenue and other adjacent streets.

***Action 12.3.9: Preserve existing neighborhood housing types and provide more opportunities for owner occupied housing via a mix of housing types including live/work. Action implemented through Regulating Code building types; however occupancy not regulated.

***Action 12.3.10: Create development standards that allow existing neighborhoods to change over time to reflect the community design features of this Community Plan. Action implemented through Regulating Code.

***Action 12.3.11: Revise allowable park standards to accommodate urban greens and green spaces within urbanized area. *** Action implemented through Regulating Code.

Action 12.3.12: Encourage and create more alley commercial loading areas.

Policy 12 N: Revitalize former and present industrial sites in the Westside Industrial area south of Stanley Avenue.

***Action 12.3.13: Establish a cohesive strategy for redevelopment of former oil industrial areas along Stanley Avenue and Olive Street to accommodate traditional, green and high technology sector industries. Action implemented through Regulating Code.

***Action 12.3.14: Renovate uses on Ventura Avenue south of Stanley, including a combination of residential and mixed-use development. Some of the mixed-use development could include and/or retain light industrial use. Action implemented through Regulating Code.

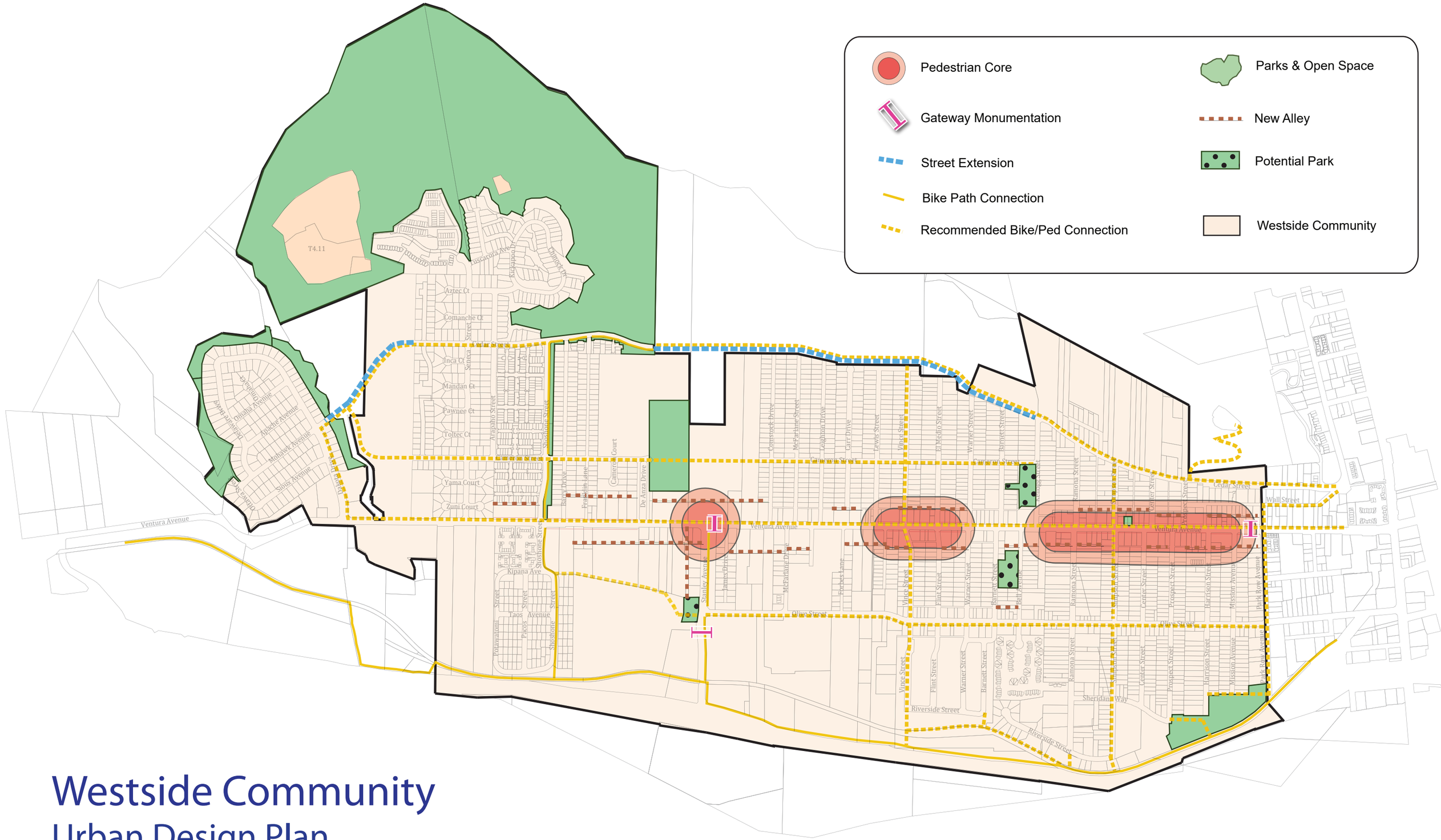
***Action 12.3.15: Adopt 'flex-shed' industrial building type to accommodate future industrial and mixed-use development. Action implemented through Regulating Code.

Policy 12 O: Enhance the streetscape of the Westside.

Action 12.3.16: Protect existing trees and plant new trees, especially along Ventura Avenue.

Action 12.3.17: Add trees, streetscape improvements, public art, and architectural elements along Ventura and Olive Avenues.

Action 12.3.18: Explore with Westside property owners the placement of neighborhood street trees on private parcels.



Westside Community
Urban Design Plan

October 2012

12.4 Our Accessible Community

Mobility is the ability for people, goods and services to circulate from one place to another. Efficient mobility is essential for a vibrant economy, social interaction and safety. Transportation enhancements necessary to improve mobility in the Westside Community area include public streetscape design, community gateways, bike paths, improved connectors and transit through neighborhood streets.

Pedestrian and bicycle mobility are key components for the future of the Westside Community area. Along Ventura Avenue, the corridor will be a place where pedestrian mobility is the preferred and necessary mode to activate the public realm and invigorate the corridor. Streetscape improvements are necessary to provide an enhanced and safe pedestrian experience. Public transit options that provide safe linkages from the neighborhoods to the Ventura Avenue transit trunk lines will also be necessary to maintain accessibility for residents from their home to the commercial corridor or places of work. Within neighborhoods, the Plan calls for providing improvements and linkages to bicycle facilities. It also calls for connections in the street grid where it may be experiencing blockages that inhibit mobility through the neighborhood.

Additionally, the community has a strong desire to access the unincorporated hillsides along Cedar Street for recreational benefits, but existing landslide instability and multi-jurisdictional authorities will require collaborative, long-term vision and work plan to achieve.

GOAL: Encourage various modes of travel by providing infrastructure for buses, bikes and pedestrians as well as cars and improved connections from the Ventura River Trail to neighborhoods to the hillsides.

GOAL: Improve parking along Ventura Avenue for commercial business customers.

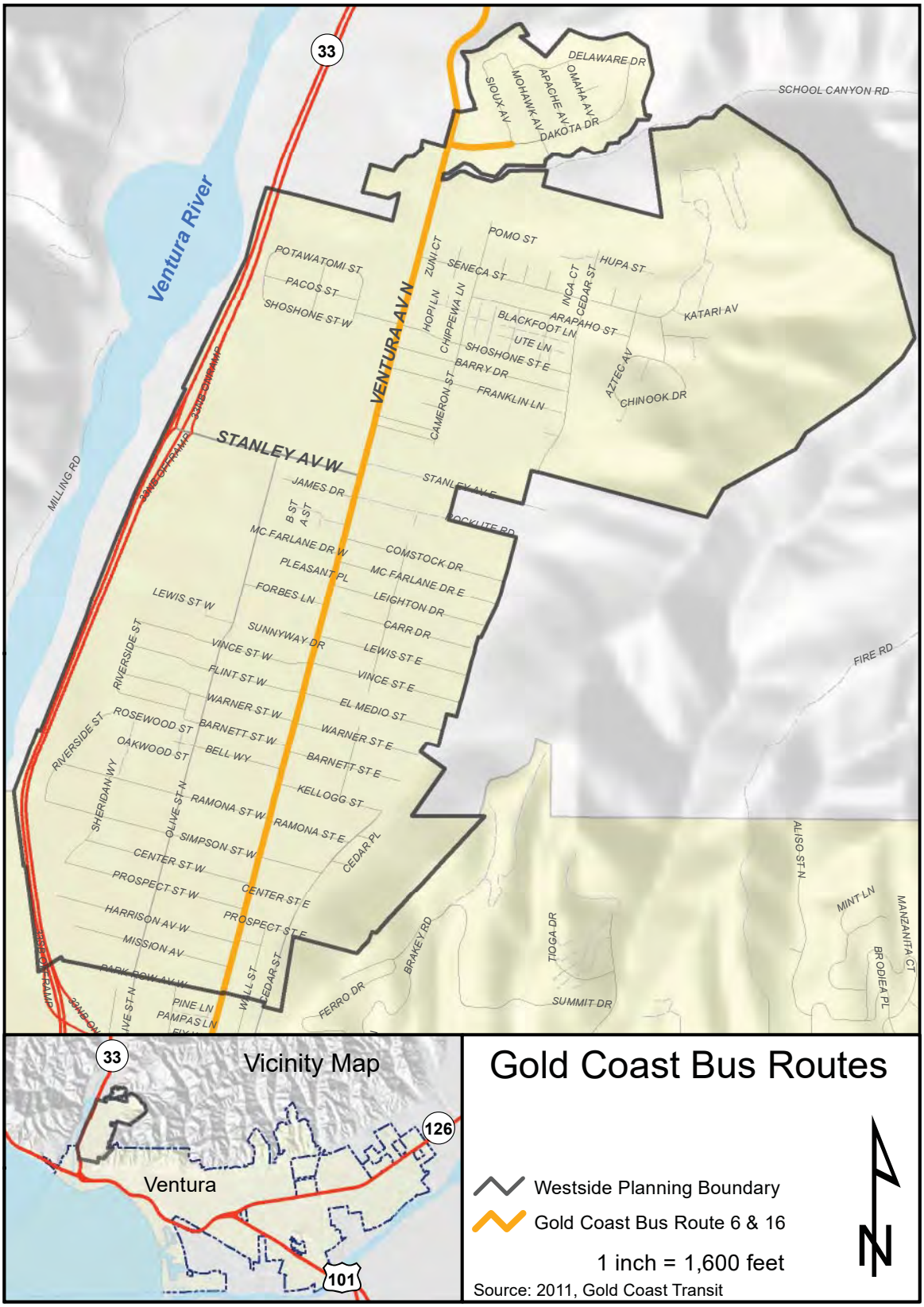
Policy 12 P: Improve roadway design along Ventura Avenue to enhance pedestrian safety, facilitate safe crossing of pedestrians and bicyclists, and improve parking. Ensure that the Westside circulation system is interconnected and usable by all modes of transportation.

Action 12.4.1: Develop street standards that emphasize the safe and efficient movement of vehicles, pedestrian safety, streetscapes, and compatibility with adjoining urban features and incorporate naturalistic 'green street' design elements into the streetscapes.

Action 12.4.2: Where appropriate reinstate the Neighborhood Traffic Management program and consider implementation on a block by block or neighborhood by neighborhood basis to slow traffic through residential neighborhoods.

Action 12.4.3: Extend Cedar Street to Mohawk Avenue.

Action 12.4.4: City Public Works will utilize tools such as improved signage, signalization and curb extensions to provide improved bicycle and pedestrian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OMAHA AV
DAKOTA DR
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Vicinity Map
126
Ventura
101
Gold Coast Bus Routes
Westside Planning Boundary
Gold Coast Bus Route 6 & 16
1 inch = 1,600 feet
Source: 2011, Gold Coast Transit
N

safety crossings across Ventura Avenue at locations such as Vince, Warner, McFarland and DeAnza when funding is available.

Action 12.4.5: Consider restricting commercial truck loading along Ventura Avenue to ensure parking for customers and facilitate pedestrian and bicycle mobility.

Action 12.4.6: Work with local schools and the community on a Safe Routes to Schools program.

Policy 12 Q: Improve bike and pedestrian connections to the Ventura River Trail and through the neighborhoods.

Action 12.4.7: Develop a bicycle and pedestrian accessible extension of Olive Street from Stanley Avenue to Shoshone Street.

Action 12.4.8: Develop connections from the regional Ventura River Trail bike trail to adjoining neighborhoods consistent with the Bicycle Master Plan and explore connections at Simpson Street and Riverside Drive among other potential locations.

Action 12.4.9: Develop bicycle/pedestrian boulevards along Cameron Street, Vince Street, Simpson Street, and Park Row to facilitate east-west mobility and improve access to the Ventura River Trail.

Action 12.4.10: Connect portions of Cedar Street for multi-modal access, including bicycles, pedestrians, and automobiles.

Action 12.4.11: Integrate bicycle trails into the Westside Community to serve both as transportation corridors and as recreational amenities.

Policy 12 R: Restore and enhance connection to the local beach.

Action 12.4.12 Create a safe and attractive pedestrian and bicycle crossing at Olive Street and the Stanley Avenue/Highway 33 off ramp as specified in the Bicycle Master Plan.

Action 12.4.13: Create a safe and attractive extension of the southern end of the Ventura River Bicycle Path at Rex Street, so it crosses Highway 33 on/off -ramp as specified in the Bicycle Master Plan.

Policy 12S: Develop an access strategy connecting the Westside Community to the hillsides along Cedar Street

Action 12.4.14: Working with local residents, property owners, the Ventura Hillside Conservancy, and City and County officials, develop a workplan to stabilize the hillsides and prevent landslides above Cedar Street, Vince Street, Carr Drive, El Medio Street, Lewis Street and Warner Street to ensure public safety.

Action 12.4.15: Where the hillside has been stabilized, develop a workplan to connect Westside residents to Grant Park by creating pedestrian trails where possible and where elevation grades will permit along Cedar Street corridor.

Policy 12T: Enhance the mobility grid network through new and existing alleys.

Action 12.4.16: Develop a long-range master Westside Community circulation plan for alleys and streets to establish the urban form to guide future redevelopment.

***Action 12.4.17: Identify blocks in the lower Westside planning area likely to experience future redevelopment and most suitable for creation of alley structure to provide connectivity within neighborhoods; include this as development standard in the Development Code. Action implemented through Regulating Code.

Action 12.4.18: Reconnect existing alleys to link portions of neighborhoods to Ventura Avenue.

Policy 12 U: Reduce dependence on the automobile in the Westside Community.

Action 12.4.19: Prepare a Westside Parking Study to assess supply and demand and recommend revised parking standards for the Westside.

Action 12.4.20: Provide for shared parking and transportation improvements.

Action 12.4.21: Require all new development to contribute toward a Transportation Demand Management (TDM) fund to be used to develop community, City, and regional transportation programs that reduce transportation related air pollutants.

Action 12.4.22: Facilitate the establishment of a Westside car-sharing service by preparing a feasibility study when funding is available, such as from the TDM fund.

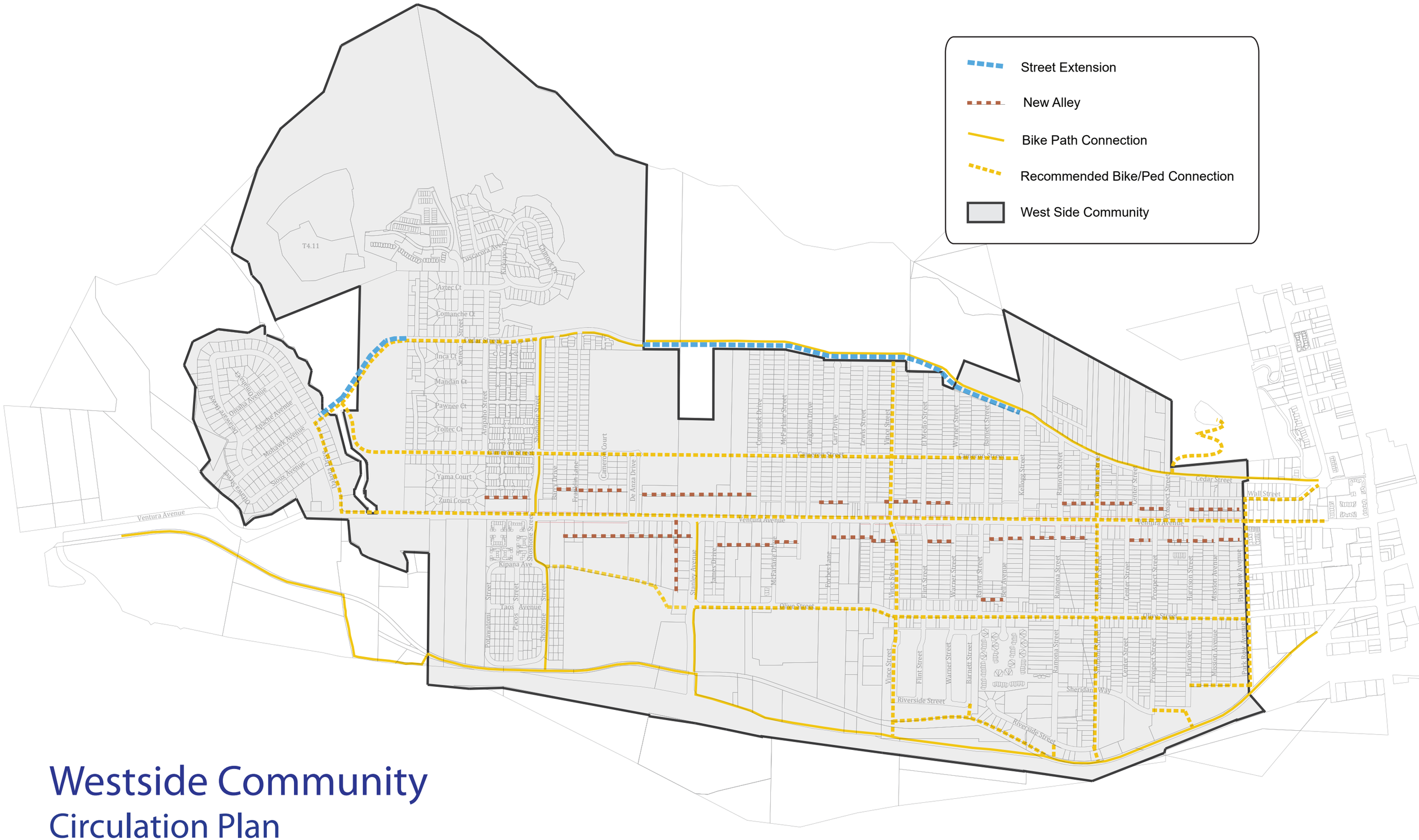
***Action 12.4.23: Require all new development and existing development, where feasible, to provide bike racks that meet League of American Bicyclists standards for public use and bike lockers and shower facilities for employee use. Action implemented through Regulating Code.

Policy 12 V: Improve Westside Community public transit and transportation options.

Action 12.4.24: In consultation with VCTC/Gold Coast Transit, complete a long-range transit study to establish Westside Community transit needs and identify viable long-term funding mechanisms.

Action 12.4.25: Subject to available long-term funding, establish secondary transit circulation on Olive Avenue and other streets as needed to facilitate access to primary transit trunk lines along Ventura Avenue.

Action 12.4.26: Coordinate with VCTC/Gold Coast Transit to relocate transit stops to areas subject to the most intense urban centers as designated in the Regulating Code.



Westside Community
Circulation Plan

October 2012

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12.5 Our Sustainable Infrastructure

Sustainable development is an integrated approach to development that attempts to maximize efficient and effective long-range management of land and community resources. Revitalization in the Westside Community will be focused toward Ventura Avenue, some industrial land reuse, and opportunities in existing residential neighborhoods, both proactive measures to encourage development to incorporate green design.

A sufficient water supply, effective wastewater treatment system, and an efficient drainage system are vital components of a community's well-being. It is the responsibility of the City to ensure that infill growth has adequate public facilities and services as well as preserves and enhances valuable resources such as hydrological resources through effective groundwater management and participation in regional efforts such as the Lower Ventura River Parkway plan.

GOAL: Minimize the impacts of new development on Westside infrastructure and the Ventura River Watershed through advancing sustainable planning and design practices.

Policy 12 W. Incorporate green design and infrastructure solutions into the urban landscape using low impact development techniques to protect and preserve water resources.

Action 12.5.1: Require new development and redevelopment to implement Low Impact Development stormwater techniques as outlined in the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures to retain, treat and infiltrate stormwater runoff.

Policy 12 X: Require new development in the Westside Community to provide necessary public infrastructure to sustain anticipated development and maintain current services.

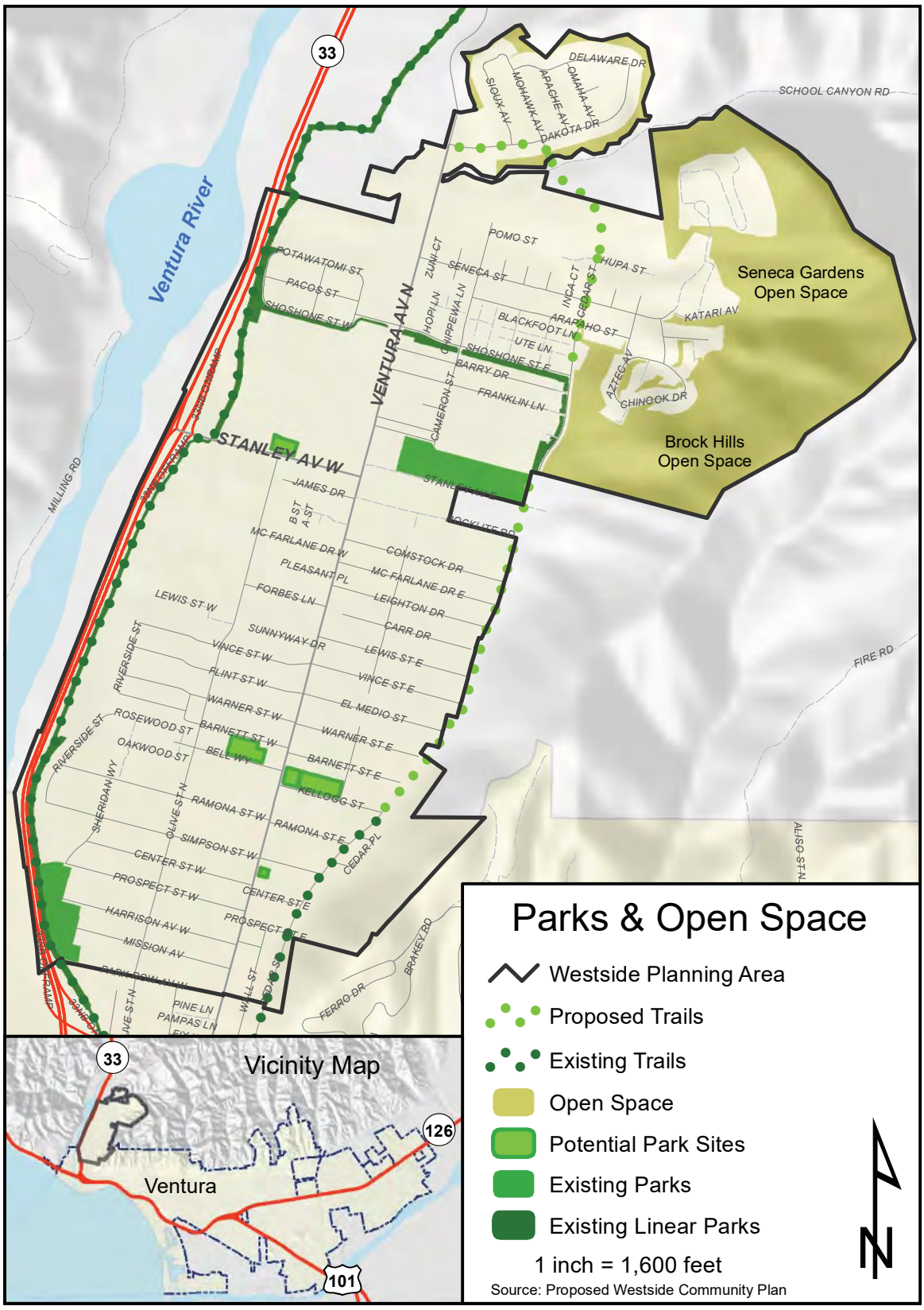
Action 12.5.2: Promote a natural means of drainage from the Westside to the Ventura River in new development where feasible in existing developed areas.

Action 12.5.3: Install infrastructure for wireless technology and computer networking that is accessible from various public locations along the Ventura Avenue corridor.

Action 12.5.4: Update the 2005 Westside/Downtown Sewer Main Capacity Deficiency Fee Nexus Study, downstream wastewater capacity studies and Capital Improvement Deficiency Study (CIDS) fees for the Westside Community to determine adequate capacity, supply, fireflow and/or infrastructure improvements.

Action 12.5.5: New development shall fund a hydraulic analysis to evaluate and determine water capacity, supply and infrastructure improvements which shall be constructed prior to occupancy.

Westside Community Plan



12.6 Our Active Community

The City of Ventura is committed to ensuring that citizens have plentiful access to high quality spaces for active and passive recreation. In the Westside area, that requires improvements to aging facilities and enhanced connectivity to larger amenities adjacent to the project area. Parks provide gathering places where residents and visitors share the area's natural amenities and enjoy recreational activities and cultural events. The City values the social benefit of youth-oriented programs such as tutoring, recreation, education, and classes focused on the arts that are provided through joint partnerships with the Ventura Unified School District and community organizations. As existing infill development occurs within the community, additional or expanded facilities and programs are desired to meet community needs and maintain existing service to residents. This Plan calls for modernization of existing facilities, shared use agreements with partner agencies, and providing services to youth and seniors. Additionally, leisure time will be enhanced through attention to creating more enjoyable public spaces such as plazas in the urban setting.

The natural setting framing the Westside area is one of its greatest assets in providing open space amenities to area residents. This Plan calls for participating in joint community efforts; providing recreational and educational opportunities including hiking and bicycle trails to complement the existing Ventura River Trail; and connecting the Westside to Grant Park.

GOAL: Create new park space and increase passive and active recreational opportunities at Westpark, Harry A. Lyon Park, along the Ventura River Trail and Brock Linear Park.

Policy 12 Y: Design Westside Community facilities to provide multiple community benefits, including daytime activities for seniors, weekend athletic programs and public gathering spaces.

Action 12.6.1: Encourage public-private partnership and seek funding mechanisms for planning, design and construction of the Westside Community pool at Harry Lyon park.

Action 12.6.2: Build out the Westpark Master Plan for recreation facilities.

Action 12.6.3: Plan, design and seek funding to install passive green space fronting the Adult Center on Ventura Avenue.

Action 12.6.4: Seek opportunity site to develop public park and/or open space.

Action 12.6.5: Consider redesignating the General Plan Land Use of the approximately 2 acre site located at the northeast corner of Kellogg Street and Ventura Avenue, the approximately 1 acre city-owned site on the north side of Stanley Avenue, and the approximately 1.6 acre site located at Bell Way near Olive Street to Parks and Open Space.

Action 12.6.6: Permit a Transfer of Development Rights (TDR) opportunity between City property and private property to develop a park.

Action 12.6.7: Pursue funding mechanisms to finance acquisition, construction, operation and maintenance of a new park facility.

Action 12.6.8: Develop joint use agreements with the Ventura Unified School District for joint use of school parks and recreational space and fund. The City shall coordinate and fund a pilot program for joint use at one or more of the Ventura Unified School District facilites in the Westside Community.

Action 12.6.9: Form partnerships to allow cooperative community gardens in neighborhoods and public facilities.

Action 12.6.10: Pursue opportunities for development of vacant or underutilized lots as neighborhood greenspace.

Policy 12 Z: Expand the park and trail network opportunities in the Westside to link the community to the hillside, Ventura river, and connection to the Ventura shoreline.

Action12.6.11: Pursue partnerships, engineering solutions, safety and funding measures to establish a trail connection to Grant Park from the Westside neighborhoods.

Refer to Policy 12S Actions 12.4.14 & 12.4.15 on page 26 of Our Accessible Community regarding hillside accessibility strategy.

12.7 Our Healthy and Safe Community

Cumulatively, there are significant natural and manmade risks in the Plan area that must be planned for appropriately in order to create a safe and healthy urban environment. While the natural setting surrounding the community is one of its most notable assets, it also presents threats, as the Westside Community planning area is located between steep erosive hillsides with high risk of wildfire. Landslides and liquefaction are pressing issues on the hillsides to the east of Cedar Avenue. In addition to placement within the 100-year flood zone, the Ventura River and its northern dams and connecting creeks pose high risk of flooding. Because of the historical prominence of the oil industry on the Westside, there are contaminated Brownfield sites and gas conveyance lines running beneath the Plan area. Additionally, seismic fault lines run to the north and south of the area, which necessitates careful attention to applicable building code requirements. Potential risks to life and property must be minimized through innovative programs, model mitigation measures, and mindful urban design. State Route 33 adjacent to the project area generates noise to neighboring residential neighborhoods, requiring mitigation in project design. Crime and public safety is a growing concern among the residents of the Westside.

GOAL: Reduce threats to public health and safety throughout the Westside Community through regulation of hazardous conditions and enhanced public safety services and facilities.

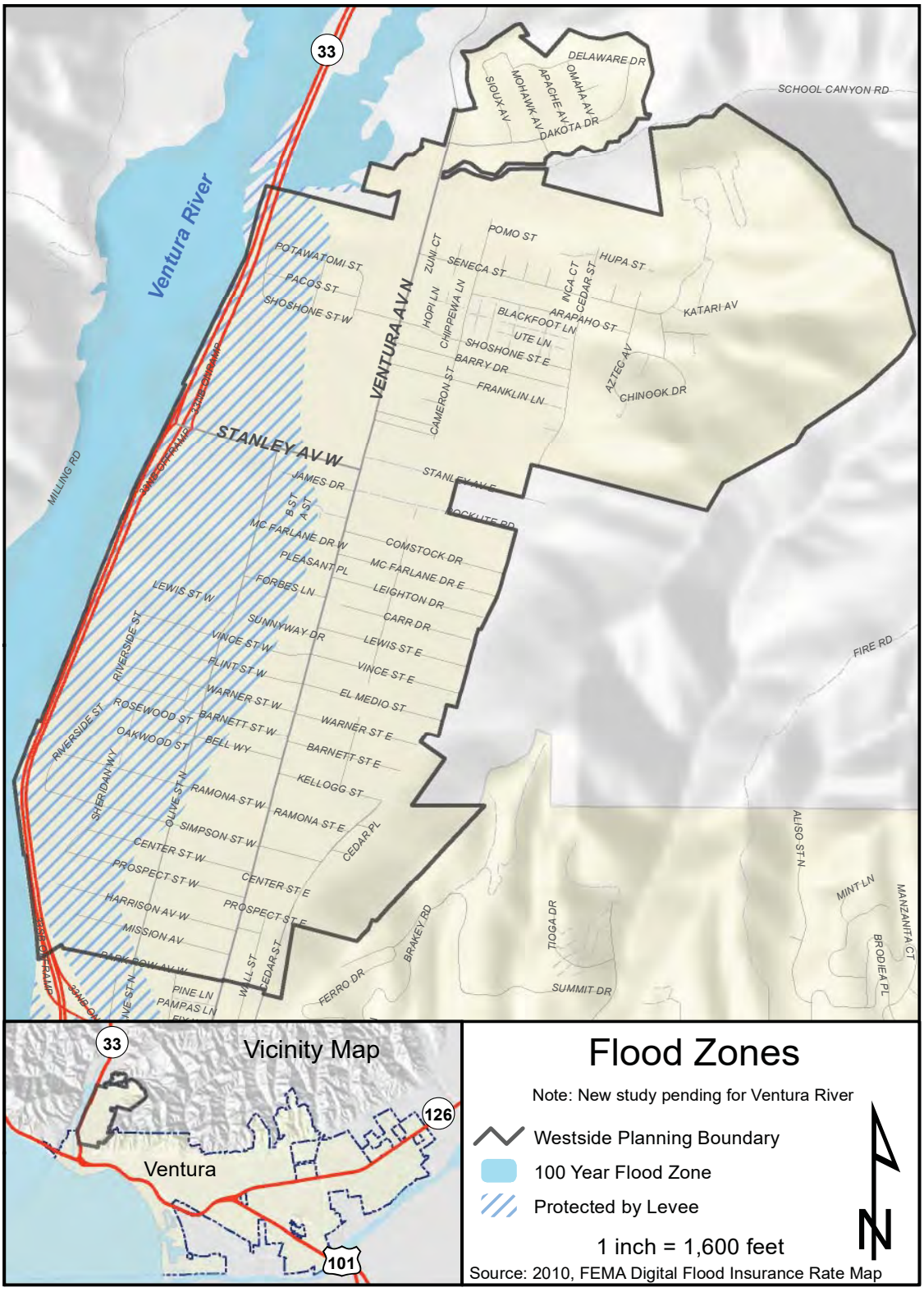
Policy 12 AA: Minimize the Westside Community exposure to floods, landslides and hazardous substances.

Action 12.7.1: Require proponents of any new development within the Ventura River 100-year floodplain to implement measures, as identified in the Flood Plain Ordinance, to protect structures from 100-year flood hazards (e.g. by raising the finished floor elevation outside the floodplain).

Action 12.7.2: Develop urban standards to accommodate future findings of updated Flood Insurance Study of Ventura River and Army Corp of Engineers levy study.

Action 12.7.3: Seek grant funding through FEMA's Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA), Repetitive Flood Claims (RFC), and Severe Repetitive Loss (SRL) programs to provide funding for eligible mitigation activities that reduce disaster losses and protect life and property from future disaster damages. (Note Flood hazard is required analysis in the Environmental Impact Report.)

Action 12.7.4: Monitor the use and storage of hazardous substances in the industrial areas to alleviate the risk of watercourse contamination along the Ventura River through development review and National Pollution Discharge Elimination System (NPDES) monitoring requirements.


Ventura River
VENTURA AV N
STANLEY AV W
STANLEY AV E
SCHOOL CANYON RD
FIRE RD
MILLING RD
DELAWARE DR
SIOUX AV
MOHAWK AV
APACHE AV
OMAHA AV
DAKOTA DR
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SENECA ST
ZUNI CT
HOPI LN
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SUMMIT DR
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MINT LN
BRODIEA PL
MANZANITA CT
33
126
101
Vicinity Map
Ventura
Flood Zones
Note: New study pending for Ventura River
Westside Planning Boundary
100 Year Flood Zone
Protected by Levee
1 inch = 1,600 feet
Source: 2010, FEMA Digital Flood Insurance Rate Map
N

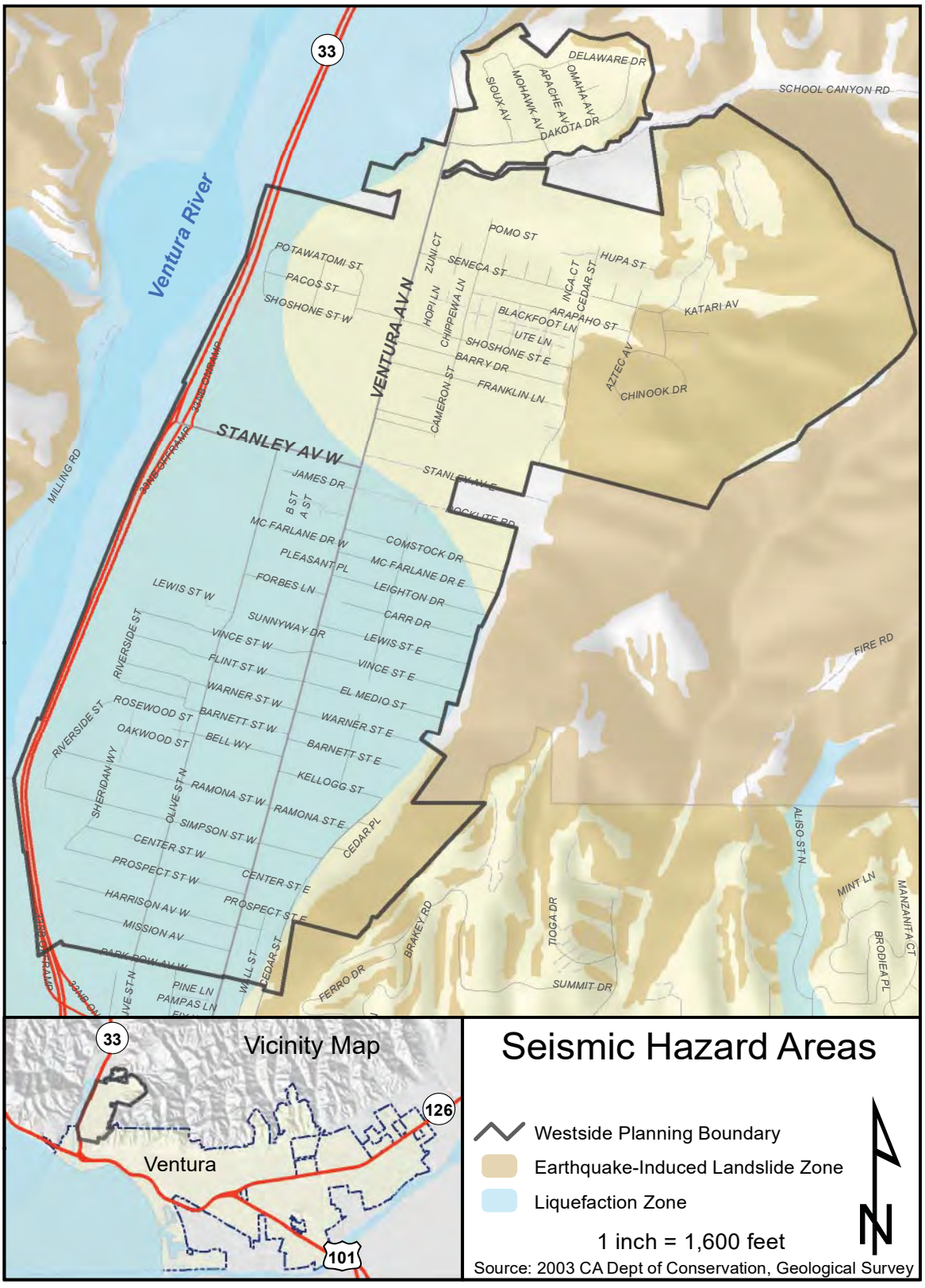
Refer to Policy 12S Actions 12.4.12 & 12.4.13 on page 26 of Our Accessible Community regarding hillside landslide strategy.

Policy 12.BB: Develop a public safety strategy and provide necessary public safety personnel to serve the Westside Area.

Action 12.7.5: Require new development to pay their fair share to fund additional public safety facilities and services for police and fire.

Action 12.7.6: Integrate features such as public visibility, night-time public use, low-level lighting, or other crime prevention measures, into the design of commercial and public buildings in order to create a safe environment, particularly in mixed-use areas.

Action 12.7.8: Pursue public, private and grant funding to add code enforcement personnel in order to provide enhanced services to Westside public places, recognizing the relationship of crime to poorly maintained areas.


33
Ventura River
DELAWARE DR
SCHOOL CANYON RD
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MOHAWK AV
APACHE AV
OMAHA AV
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HARRISON AV W
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PAMPAS LN
WALL ST
CEDAR ST
FERRO DR
BRAKEY RD
TIOGA DR
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ALISO ST N
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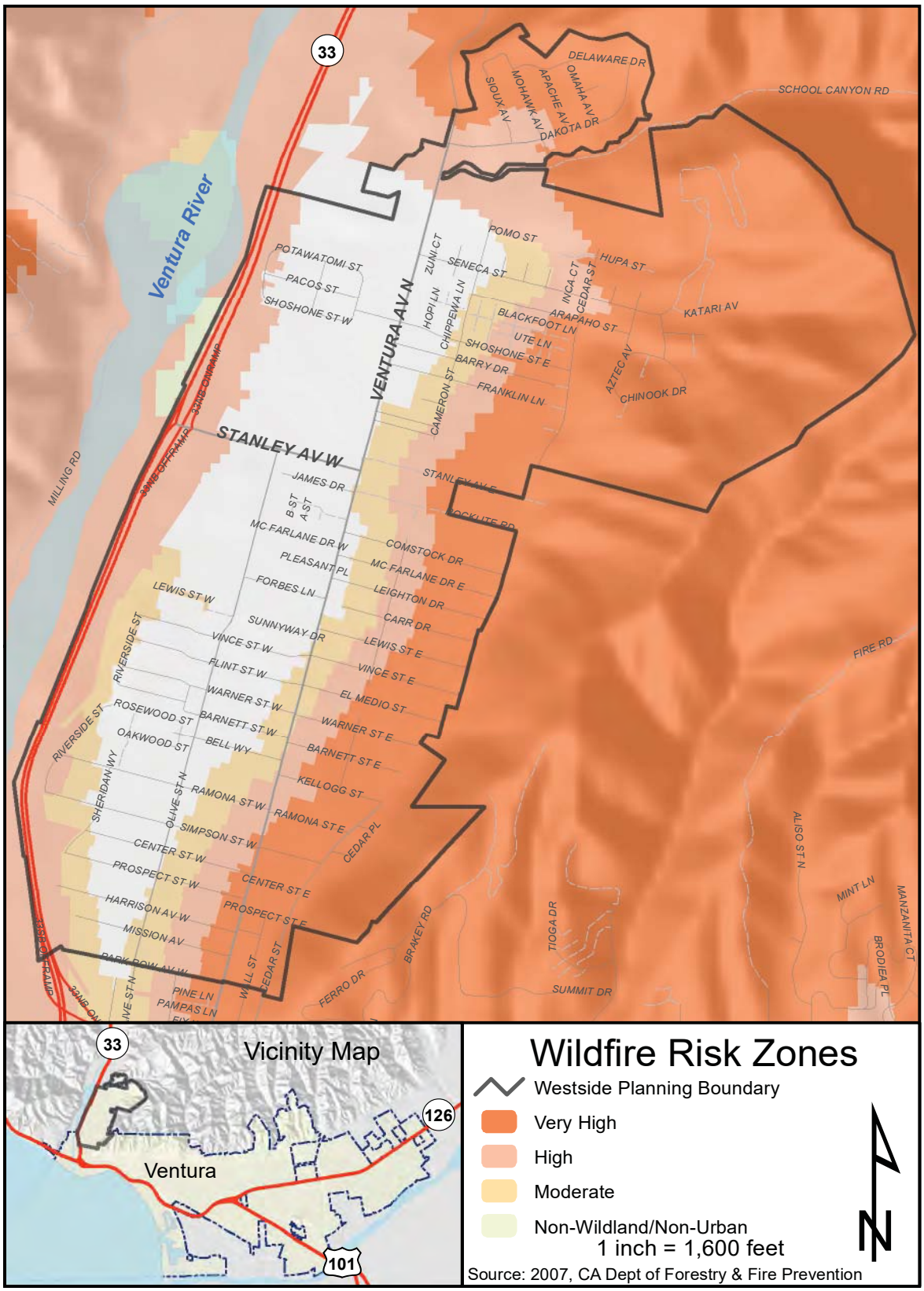
RIVERSIDE ST
SHERIDAN WY
OLIVE ST N
MILLING RD
Vicinity Map
126
Ventura
101
Seismic Hazard Areas
Westside Planning Boundary
Earthquake-Induced Landslide Zone
Liquefaction Zone
1 inch = 1,600 feet
Source: 2003 CA Dept of Conservation, Geological Survey


33
Ventura River
VENTURA AV N
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ALISO ST N
MINT LN
MANZANITA CT
BRODIEA PL
Vicinity Map
126
Ventura
101
Wildfire Risk Zones
Westside Planning Boundary
Very High
High
Moderate
Non-Wildland/Non-Urban
1 inch = 1,600 feet
N
Source: 2007, CA Dept of Forestry & Fire Prevention

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12.8 Our Educated Community

The majority of students in the Westside project area attend Sheridan Way, E.P. Foster Elementary Schools, and De Anza Middle School. It is important to support a well-educated, active, and culturally sensitive community. Providing a variety of learning opportunities enriches the lives of children and helps to assure their economic independence. Strategies for increasing adult education and job training should be pursued. To meet the growing needs of the community, a potential expansion and relocation of the Avenue Library can also offer increased educational opportunities.

GOAL: Provide learning opportunities for adults and children through community partnerships.

Policy 12 CC: Partner with the Ventura Unified School District, Ventura Community College, Ventura County Library and other education organizations to provide an adult education and training program in the Westside Community.

Action 12.8.1: As a short-term strategy, coordinate with Ventura Unified School District for shared use of campus facilities for adult education and training programs.

Action 12.8.2: Seek grant funding and local sponsorships to develop and promote a Westside adult education and training program.

Action 12.8.3: In the long-term, find a permanent location for a Westside adult education and training center within a Pedestrian Core Node, such as Stanley and Ventura Avenue, or the old Avenue School at 2717 Ventura Avenue.

Action 12.8.4: Explore relocation and expansion of the neighborhood library facility from the current location at 606 North Ventura Avenue, near higher density neighborhood development, school or park.

Policy 12 DD: As the population increases in the Westside Community, the City shall coordinate with Ventura Unified School District for necessary school facilities, including a possible new elementary school to serve new development.

Existing Westside Community Muruals

Sheridan Way Elementary

Westpark Campus

JR CB Shop

12.9 Our Creative Community

The arts build civic pride and cultural diversity and are a large part of the identity of the Westside community, which is home to many local Ventura artists. Community arts programs in the area are built on local historical foundations and cultural contributions of Westside residents. In particular, the local community seeks to enhance and foster the Latino Culture as a foundation of the Westside. As a community identifier, generous provisions for public arts should be made to weave arts into everyday life and enhance the newly revitalized areas.

GOAL: Protect the cultural heritage, with particular attention to the Latino influence on the Westside and promote creativity and civic art in the Westside community to improve the quality of the built environment and animate the public realm.

Policy 12 EE: Increase Westside public art and cultural expression throughout the community.

Action 12.9.1: As a public-private partnership, fund, develop and implement a Westside Mural Program to include the following:

1. Identify, map and encourage protection of existing community murals.

2. Outreach with stakeholders groups such as Bell Arts Factory, CAUSE, and Westside Community Council to promote and collaborate new mural installations.

3. Coordinate with the City's Community Partnerships and Community Development Departments to process murals through the Pubic Arts Commission and Design Review Committee, as appropriate, pursuant to the Interim Mural Guidelines.

Action 12.9.2: Promote and expand the City's Artwalk as a major event in the Westside Community.

Policy 12 FF: Meet the Westside Community needs for performance, exhibition, and workspace.

Action 12.9.3: Partner with community-based organizations to facilitate the promotion of artists and arts-based activities in the Westside Community.

Action 12.9.4: Continue City programming of cultural activities translation of City publications into Spanish, and Latino arts marketing workshops.

Action 12.9.5: Encourage community gathering and cultural activities such as farmer's markets in public spaces.

Community Ideas for Cultural Events

- De Colores festival,
- movie screenings through Starlight Cinema at Westpark,
- City grant support for the Dia de los Muertos celebration,
- the Ventura Big Read, and
- inclusion of Mexican folk music at City event series

Policy 12 GG: Encourage the expansion of Westside Community facilities and business opportunities for local artists.

Action 12.9.6: Identify locations for, and support the development of, workspaces for local artists, including live/work development, venues for display of the art, including cultural performances, and business spaces for vendors that supply the local arts community, including the photography and motion picture arts and sciences taught at Brooks Institute.

Action 12.9.7: Encourage Brooks Institute to take a strong role in arts development in the community, including possibly offering scholarships to local residents and hosting or sponsoring arts and cultural events in the community.

San Buenaventura, CA
Code of Ordinances

‹ CHARTER COMPARATIVE TABLE - ORDINANCES DIVISION 2 - ADMINISTRATION ›

DIVISION 1 - GENERAL PROVISIONS

Chapter 1.005 - Construction and Effect of Code

Sec. 1.005.010. - Title of Code.

This Code shall be known as the "San Buenaventura Municipal Code."

1. *Citing in prosecutions.* In any prosecution for the violations of any provision of this code, it shall be sufficient to refer to the Code as the "San Buenaventura Municipal Code."
2. *Amendatory ordinances.* Any ordinance added to, amending or repealing this Code may be designated as an addition or amendment to, or repeal of, the "San Buenaventura Municipal Code."

(Code 1971, § 1)

Sec. 1.005.020. - Former ordinances.

The provisions of this Code, insofar as they are substantially the same as existing provisions relating to the same subject matter, shall be construed as restatements and continuations thereof and not as new enactments.

(Code 1971, § 2)

Sec. 1.005.030. - Violations; effect of amendments.

Prosecutions for violations of provisions of this Code which occurred prior to the effective date of any amendment or repeal of such provision shall not be affected by the adoption of such amendment or by repeal of any such provision.

1. *Licenses and penalties.* Neither the adoption of this Code nor its repeal of any ordinance shall be construed as a waiver of any license or penalty due and unpaid under such ordinance at the effective date of the Code; nor shall such adoption or repeal be construed as affecting any provision of such ordinance relating to the collection of any such license or penalty or the penal provisions applicable to the violation thereof.
2. *Bonds and deposits.* Neither the adoption of this Code nor its repeal of any ordinance shall affect the validity of any bond or cash deposit required to be posted, filed or deposited pursuant to such ordinance; and all rights and obligations thereunder shall continue in full force and effect.

(Code 1971, § 3)

Sec. 1.005.040. - Matters of record.

This Code shall not affect deposits or other matters of record which refer to, or are otherwise connected with, ordinances which are therein specially designated by number or otherwise and which are included in the Code; but such references shall be construed to apply to the corresponding provisions of the Code.

(Code 1971, § 4)

Sec. 1.005.050. - Repeal.

All ordinances or portions thereof in conflict with this Code are hereby repealed.

(Code 1971, § 5)

Sec. 1.005.060. - General.

The provisions of this Code and all proceedings under it are to be construed to effect its object and to promote justice.

(Code 1971, § 6)

Sec. 1.005.070. - Headings.

Division, chapter, article and section headings contained herein shall not govern, limit, modify or affect the scope, meaning or intent of the provisions of this Code.

(Code 1971, § 7)

Sec. 1.005.080. - Territorial limitation.

This Code shall refer only to the omission or commission of acts within the territorial limits of the City of San Buenaventura and that territory outside of the city over which the city has jurisdiction or control by virtue of the Constitution, or any law, or by reason of ownership or control of property.

1. *Local signification.* All references in this Code to places, acts, persons or things shall be construed to mean that the same are applicable to this city, whether the city is mentioned in each particular section or not.

(Code 1971, § 8)

Sec. 1.005.090. - Titles.

The use of the title of any officer, employee, office, board, commission or ordinance shall mean such officer, employee, office, board, commission or ordinance of the City of San Buenaventura, unless otherwise designated.

(Code 1971, § 9)

Sec. 1.005.100. - Number, gender and tense.

The singular number includes the plural, and the plural includes the singular. Any gender includes the other genders. Words used in the present tense include the past and future tenses; and vice versa.

(Code 1971, § 11)

Sec. 1.005.110. - Severability.

If any section, sentence, clause, phrase or portion of this Code is for any reason held to be invalid or unconstitutional by the decision of any court, such decision shall not affect the validity of the remaining portions of the Code. The council would have adopted this Code and each section, sentence, clause,

phrase and portion thereof, irrespective of the fact that any one or more sections, sentences, clauses, phrases or portions be invalid or unconstitutional.

(Code 1971, § 12)

Sec. 1.005.120. - Legislative intent.

The council recognizes and approves the preferred place given in our scheme of government to the great, indispensable democratic freedoms and liberties secured by the United States Constitution and the California Constitution, and that these liberties and freedoms have a sanctity and sanction not permitting dubious intrusions. The council has a zealous solicitude for rights falling within these constitutional guarantees. It is neither the express nor the implied intent of the council to permit or allow any city officials to exercise any discretionary power granted to them by this Code so as to directly or indirectly impose a censorship or previous restraint upon these, our most revered liberties and freedoms.

(Code 1971, § 12.1)

Sec. 1.005.130. - Interpretation, general.

The provisions of this Code shall be construed so as to give them effect and to avoid unconstitutionality, wherever possible. No provision of this Code shall be construed by any court or person as being broad enough to permit or condone any direct or indirect censorship or previous restraint upon any constitutional right or freedom nor shall they be construed as broad enough to permit any other improper application.

(Code 1971, § 12.2)

Chapter 1.010 - Definitions

Sec. 1.010.010. - Definitions.

A. *Generally.* As used in this Code, unless a different meaning is apparent from the context or is specified elsewhere in the Code:

City means the City of San Buenaventura, and geographically means the area within the territorial city limits of the City of San Buenaventura and such territory outside of this city over which the city has jurisdiction or control by virtue of any constitutional provision or any law.

Council means the city council of this city.

Oath includes affirmation.

Person means natural person, firm, corporation, organization, company, association, business trust, joint-stock organization, partnership, joint venture, club, or the agent, servant, manager, officer, employee or lessee of any of them.

Written includes printed, typewritten, mimeographed or multigraphed.

Section, article, chapter and *division* means, respectively, section, article, chapter and division of this Code.

B. *Civil Code provisions.* The provisions of the Civil Code of California, sections 13 and 1645, are hereby adopted in the interpretation of words and phrases, unless otherwise provided herein.

C. *Non-technical meaning.* Words and phrases used in this Code and not specifically defined shall be construed according to the context and approved usage of the language.

(Code 1971, § 10)

Chapter 1.030 - Notices

Sec. 1.030.010. - Notices.

A. *Service.* Whenever a notice is required to be given under this Code, unless different provisions are otherwise specifically made herein, such notice may be given either by personal delivery thereof, to the person to be notified, or by deposit in the United States mail in a sealed envelope, postage prepaid, addressed to such person to be notified, at the person's last known business or residence address as the same appears in the public records or other records pertaining to the matter to which such notice is directed. Service by mail shall be deemed to have been completed at the time of deposit in the post office.

B. *Proof.* Proof of giving any notice may be made by the certificate of any officer or employee of the city, or by affidavit of any person over the age of 18 years, which shows service in conformity with this Code or other provisions of law applicable to the subject matter concerned.

(Code 1971, § 14)

Chapter 1.040 - Subpoenas

Sec. 1.040.010. - Purpose and intent.

This chapter is adopted pursuant to the municipal affairs provision of the City Charter for the purpose of establishing a procedure for issuing subpoenas to compel the attendance of witnesses and the production of other evidence at city administrative actions or proceedings.

(Ord. No. 99-2, § 1, 1-25-99)

Sec. 1.040.020. - Authority.

On its own motion, at the request of any city officer, board or commission, or at the request of any person who is a party to any city administrative action or proceeding, the city council may authorize the issuance of a subpoena requiring the attendance of a witness and/or to compel the production of documents or other evidence at any city administrative action or proceeding. The city clerk will issue subpoenas in the name of the city when authorized to do so by the city council.

(Ord. No. 99-2, § 1, 1-25-99)

Sec. 1.040.030. - Subpoena duces tecum.

Any city officer, board or commission or any party to a city administrative action or proceeding requesting a subpoena duces tecum must comply with the provisions of Code of Civil Procedure § 1985, and any successor statute or regulation, before the city council authorizes the issuance of a subpoena duces tecum.

(Ord. No. 99-2, § 1, 1-25-99)

Sec. 1.040.040. - Form of subpoena.

City issued subpoenas will appear substantially as follows.

EXPAND

STATE OF CALIFORNIA)	IN THE MATTER OF _____
COUNTY OF VENTURA)	SUBPOENA
CITY OF SAN BUENAVENTURA)	[ ] Duces Tecum

THE CITY OF SAN BUENAVENTURA DIRECTS:

You are ordered to appear before _____, in _____ at City Hall, located at 501 Poli Street, Ventura, California, on the _____ day of _____, _____, at _____ o'clock _____.m., to testify in a matter now pending before _____ concerning _____.

You are

a. [ ] ordered to appear in person.

b. [ ] not required to appear in person if you produce the records described in the accompanying affidavit and provide a copy of such records, accompanied with an affidavit or declaration that complies with Evidence Code §§ 1271, 1560, 1561, and 1562, to the city clerk before the date and time specified above.

c. [ ] ordered to appear in person and produce the records described in the accompanying affidavit. The personal attendance of the custodian or other qualified witness and the production of the original records are required by this subpoena.

Disobedience of this subpoena or the refusal to testify (except upon constitutional grounds) will constitute a misdemeanor and will be punishable by the penalties provided for in Section 1936 of the San Buenaventura Ordinance Code.

IF YOU HAVE ANY QUESTIONS ABOUT THE TIME OR DATE FOR YOU TO APPEAR, OR IF YOU WANT TO ASCERTAIN THAT YOUR PRESENCE IS REQUIRED, CONTACT THE CITY CLERK BEFORE THE DATE ON WHICH YOU ARE TO APPEAR.

In Witness whereof, I have hereunto set my hand and affixed the City seal this _____ day of _____, _____.

_____

City Clerk.

(Ord. No. 99-2, § 1, 1-25-99)

Sec. 1.040.050. - Service.

Subpoenas will be served in accordance with the provisions of Code of Civil Procedure §§ 1987 and 1988, and any successor statute or regulation.

(Ord. No. 99-2, § 1, 1-25-99)

Sec. 1.040.060. - Witness fees and mileage.

A. All witnesses appearing pursuant to subpoena, other than the parties, will receive fees, and all witnesses appearing pursuant to subpoena, except the parties, will receive mileage, in the same amount and under the same circumstances as prescribed by California law for witnesses in civil actions in a superior court.

B. Fees and mileage will be paid by the party at whose request the witness is subpoenaed and will be tendered to the city clerk prior to a subpoena being issued.

C.

The city clerk will forward witness fees to witnesses upon their appearance pursuant to a subpoena.

(Ord. No. 99-2, § 1, 1-25-99)

Sec. 1.040.070. - Violations.

Disobedience of a subpoena or the refusal to testify (under other than constitutional grounds) is a misdemeanor.

(Ord. No. 99-2, § 1, 1-25-99)

Chapter 1.050 - Civil Penalties[1]

Footnotes:

*--- (**1**) ---*

***Editor's note—** Ord. No. 2007-001, adopted Jan. 22, 2007, amended ch. 1.050 in its entirety to read as herein set out. Former ch. 1.050, which consisted of §§ 1.050.110—1.050.550, pertained to administrative citations and derived from the 1971 Code.*

ARTICLE 1. - GENERAL PROVISIONS

Sec. 1.050.110. - Purpose.

This chapter is adopted pursuant to the municipal affairs provision of the City Charter for the purpose of making any violation of the San Buenaventura Municipal Code subject to a civil penalty, and to set forth the procedures for the assessment, payment and collection of such penalties.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.120. - Applicability.

This chapter authorizes an enforcement officer, as defined herein, to issue an administrative citation assessing a civil penalty in order to enforce the provision of this Code. Issuance of an administrative citation in the manner provided for by this chapter shall be at the sole discretion of an enforcement officer. If an enforcement officer determines to issue an administrative citation assessing a civil penalty for a violation of this Code, such enforcement action shall be in lieu of any criminal citation or complaint that could have been issued for such violation. However, the issuance of the administrative citation does not prevent the issuance of a criminal citation or complaint for any subsequent violation or violations of the same or similar nature.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.130. - Definitions.

modified

Unless the contrary is stated or clearly appears from the context, the following definitions shall govern the construction of the words and phrases used in this Chapter.

1. *Citee* means the person to whom an enforcement officer has issued an administrative citation that assesses a civil penalty against such person in the manner provided for by this Chapter.
2. *Enforcement officer* means any City officer or employee who is authorized by the City Manager, Police Chief, Fire Chief, Director of Public Works, General Manager of Ventura Water, or the Director of Community Development to issue a citation pursuant to this Chapter assessing a civil penalty for a violation of one or more provisions of this Code.
3. *Day* means calendar, not business, day.
4. *Chief Financial Officer* means the chief financial officer of the City or his or her designee.
5. *Hearing officer* means a person, other than a City officer or employee, who has been designated or retained by the City Clerk to conduct an administrative hearing on a contested civil penalty in the manner provided for by Article 4 of this Chapter.
6. *Review officer* means the City officer or employee designated by the City Manager or department head to conduct the administrative review of a contested civil penalty in the manner provided for by Article 3 of this Chapter.

(Ord. No. 2007-001, § 1, 1-22-07; Ord. No. 2022-002 , § 1, 3-21-22)

Sec. 1.050.140. - Amount of civil penalties.

The amount of the civil penalties assessed pursuant to this chapter shall be established by resolution of the city council. In addition to establishing civil penalties for an initial violation of the provisions of this Code, such resolution shall set forth any increased penalties for repeat violations of the same code provision by the same person within 12 months from the date of a previous violation, as well as the amount of the civil penalty delinquency fees and collection fees hereinafter provided for by this chapter.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.150. - Service of citations and notices.

A. *Notice to a citee.* Unless otherwise provided in this chapter, all citations and other notices required to be served on a citee pursuant to the provisions of this chapter shall be served either by personal service or by first-class mail, postage prepaid, addressed to the citee at his or her last known address. Such service shall be deemed effective on the date it is personally delivered to the citee or on the date it is deposited in the mail addressed as set forth above. The city officer or employee serving a citee with a citation or other notice by mail shall complete a declaration of service and attach it to the copy of the citation or other notice.

B. *Notice to the city.* Unless otherwise provided by this chapter, all notices required to be served on the city pursuant to the provisions of this chapter shall be served either by personal service at the office set forth on a citation or by first class mail, postage prepaid, addressed to the city at the address set forth on the citation. Such service shall be deemed effective on the date it is personally delivered to the city or on the postmark date when served on the city by mail.

(Ord. No. 2007-001, § 1, 1-22-07)

ARTICLE 2. - ASSESSMENT AND PAYMENT OF CIVIL PENALTIES

Sec. 1.050.210. - Issuance of administrative citation assessing a civil penalty.

A person who is assessed a civil penalty for a violation of the provisions of this Code shall be served by the enforcement officer with an administrative citation that assesses the civil penalty in an amount established by resolution of the city council and that contains all of the information required by this article.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.220. - Contents of administrative citation.

Each administrative citation shall contain the following information:

1. The date of the violation;
2. The address or a definite description of the geographic location where the violation occurred or is occurring;
3. The section of this Code that was violated;
4. A description of the circumstances giving rise to the code violation;
5. The amount of the civil penalty for the code violation;
6. A description of the penalty payment process, including a description of the time within which and the place to which the penalty shall be paid;
7. An order prohibiting the continuation or repeated occurrence of the code violation described in the administrative citation;
8. Notice that payment of a penalty under this chapter shall not excuse or discharge any continuation or repeated occurrence of the code violation that is the subject of the administrative citation;
9.

A description of the time and manner in which the citee may request administrative review of the civil penalty assessed by the citation in the event the citee seeks to contest the penalty; and

10. The name of the citing enforcement officer.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.230. - Payment of civil penalties.

A civil penalty assessed against a citee pursuant to the provisions of this chapter must be paid in full to the city at the place set forth in the administrative citation within 30 days from the date of the administrative citation; provided that:

1. If a request for administrative review of the civil penalty is submitted within the time and in the manner provided for by article 3 of this chapter, payment of the penalty shall be stayed until the review officer has made a determination on such request and served notice of the determination on the citee. In the event the review officer determines to approve the penalty, the review officer shall include in the notice of his or her determination a requirement that the civil penalty be paid within 30 days of the date such notice is served on the citee; and
2. If, following administrative review, a request for an administrative hearing on a civil penalty is submitted within the time and in the manner provided by article 4 of this chapter, and if, following such hearing, the hearing officer renders a decision sustaining the penalty, the city clerk shall cause a notice to be served on the citee along with the hearing officer's decision that requires payment of the civil penalty, or any remaining balance thereof, within 30 days of the date the decision and such notice is served on the citee.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.240. - Delinquent payment of civil penalties; delinquency fee.

modified

In the event a civil penalty is not paid within the time provided for in this Article, the Chief Financial Officer shall serve the citee with an initial delinquency notice that assesses a delinquency fee and that requires payment of the penalty and delinquency fee within 30 days of the date the initial delinquency notice is served on the citee. Such delinquency fee shall be in an amount established by Resolution of the City Council based on the estimated additional costs to the City of accounting for and otherwise processing penalty delinquencies.

(Ord. No. 2007-001, § 1, 1-22-07; Ord. No. 2022-002 , § 2, 3-21-22)

Sec. 1.050.250. - Delinquent civil penalties; collection fee.

modified

In the event a civil penalty is not paid within the time provided for by this Article and remains unpaid more than 30 days following the date an initial delinquency notice is served on the citee, the Chief Financial Officer shall serve the citee with a second delinquency notice (i) that assesses an additional collection fee; (ii) that requires payment of the penalty, delinquency fee and collection fee within 30 days of the date the second delinquency notice is served on the citee, and (iii) that advises the citee of the process to be followed by the City if the penalty and all such fees are not paid within the time required by the notice. Such collection fee shall be in an amount established by Resolution of the City Council based on the average collection agency fees, attorney's fees or other costs incurred by the City in order to account for and collect a penalty delinquency.

(Ord. No. 2007-001, § 1, 1-22-07; Ord. No. 2022-002 , § 2, 3-21-22)

Sec. 1.050.260. - Financial inability to pay.

modified

Penalties need not be delinquent in order to utilize the provisions of this Section. In the event a citee establishes to the satisfaction of the Chief Financial Officer that he or she does not have the financial ability to pay the full amount of a civil penalty assessed in the manner and within the time provided for by this Chapter, the Chief Financial Officer may permit the citee to satisfy the payment obligations required by this Chapter by executing a promissory note in the amount of the unpaid balance of the penalty, together with any unpaid delinquency fees and/or collection fees. Such promissory note shall provide for payment of the civil penalty in full on the terms specified by the Chief Financial Officer, shall include interest on the unpaid balance in an amount equal to the interest rate then earned by the City on its invested funds, shall be secured by any real property owned by the citee if the civil penalty arose out of the use or condition of such property, and shall be in a form approved by the City Attorney.

Where a citee's obligation to pay a civil penalty, delinquency fees and/or collection fees assessed in the manner provided by this Chapter is satisfied by the execution of a promissory note as provided herein, the citee shall be deemed to have paid the penalty for purposes of this Chapter as long as the citee is current on his or her obligations to pay any installment required by the promissory note within the time and in the manner required therein.

(Ord. No. 2007-001, § 1, 1-22-07; Ord. No. 2022-002 , § 2, 3-21-22)

Sec. 1.050.270. - Curfew violations; probation in lieu of penalty.

First time violators of the nighttime juvenile curfews established by chapter 10.300 of this code may elect to perform up to six hours of community work in any community work program established by the chief of police that is in effect on the date an administrative citation is issued for the violation in lieu of paying the civil penalty assessed in the citation. The civil penalty shall be waived upon the citee

submitting proof of the completion of such community work in a form prescribed by the chief of police within 30 days from the date of the administrative citation. Subsequent violations of the nighttime juvenile curfew will disqualify the citee from any further penalty waiver.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.280. - Permit violations; deferred issuance of permits.

Should an enforcement officer issue an administrative citation assessing a civil penalty because the citee lacks a required permit and the penalty has not been vacated or dismissed in the manner provided for herein, the citee shall not be issued the permit until the civil penalty and any applicable delinquency fees and collection fees have been paid in full, unless the enforcement officer has determined that withholding the issuance of the required permit will perpetuate an existing hazardous condition.

(Ord. No. 2007-001, § 1, 1-22-07)

ARTICLE 3. - ADMINISTRATIVE REVIEW PROCEEDINGS

Sec. 1.050.310. - Request for administrative review.

A citee who is issued a citation assessing a civil penalty arising out of a violation of this Code may request administrative review of the civil penalty in the manner provided for by this article. Such request must be made in writing and must be served on the city at the address set forth in the citation within 20 days following the date of the citation. Such request must include the citation number, must set forth, with particularity, the reasons the citee believes a violation did not occur or that the citee was not responsible for the violation, and must contain the address at which the city should serve the citee with notice of review officer's response to the request for administrative review.

A request for administrative review is a mandatory prerequisite to a request for an administrative hearing provided for by article 4 of this chapter.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.320. - Response to request for administrative review.

Within ten days of receiving a citee's request for administrative review, the review officer shall review the request, the citation, and other pertinent information, and shall determine that:

1. The civil penalty assessed by the citation should be upheld because the violation occurred, the citee was responsible for the violation, and no other justification could be found for vacating the penalty.
2.

The penalty assessed by the citation has been vacated because there was no violation, or the citee was not responsible for the violation; or the citee has provided some other justification that, in the discretion of the reviewing officer, warrants vacating the penalty.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.330. - Notice of determination on administrative review.

modified

Upon making his or her determination on a citee's request for administrative review, the review officer shall cause a notice of the determination to be served on the citee at the address set forth in the citee's request for administrative review and shall cause a copy of the notice to be provided to the finance officer and City Clerk. Where the review officer has upheld the penalty assessed by an administrative citation, the notice shall also set forth a new date by which the penalty must be paid that is 30 days following the date of the notice, as well as the citee's right to request an administrative hearing to further contest the penalty in the manner provided for by Article 4 of this Chapter.

(Ord. No. 2007-001, § 1, 1-22-07; Ord. No. 2022-002 , § 3, 3-21-22)

ARTICLE 4. - ADMINISTRATIVE HEARING PROCEDURES

Sec. 1.050.410. - Request for administrative hearing.

A citee dissatisfied with the determination of a review officer following a request for administrative review of a citation assessing a civil penalty may further contest the civil penalty by requesting an administrative hearing in the manner provided for by this article. Such request must be made in writing and must be served on the city at the address set forth in the review officer's notice of determination within 20 days after the date the citee is served with notice of such determination. Requests for an administrative hearing must be filed in the office of the city clerk and shall be in a form required by the city clerk.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.420. - Advance deposit of penalty amount.

Except as otherwise provided in this article, each request for an administrative hearing must be accompanied by an advance deposit in an amount equal to the contested civil penalty or the sum of $1,000.00, whichever is less.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.430. - Advance deposit of penalty amount; hardship waiver.

modified

A. A citee who is financially unable to make an advance deposit in the amount required by this Article, may file an application in the Office of the City Clerk requesting a waiver of the advance deposit requirement based on such financial inability to pay. Such application shall be in a form required by the City Clerk, shall be filed with the request for an administrative hearing, and shall be accompanied by a declaration, signed under penalty of perjury, and any supporting documents required by the City Clerk demonstrating the citee's financial inability to pay.

B. After reviewing a citee's application for a hardship waiver, together with the declaration and any supporting documents filed in connection therewith, the City Clerk shall determine whether to grant or deny the request. Thereafter the City Clerk will serve the citee with a notice of his or her determination by mail at the address provided in the waiver application. The City Clerk's determination on the application shall be final.

C. Should the City Clerk determine that a waiver is unjustified, the citee must deposit the required advance deposit with the City Clerk not later than ten days following the date the notice of the City Clerk's determination on the application for a hardship waiver has been served on the citee. Failure to make a deposit within ten days after waiver denial shall be deemed a waiver of the citee's right to an administrative hearing, and the civil penalty shall be deemed delinquent. The City Clerk shall then serve notice of the penalty delinquency on the citee, and shall cause a copy of such notice to be provided to the review officer and Chief Financial Officer.

(Ord. No. 2007-001, § 1, 1-22-07; Ord. No. 2022-002 , § 4, 3-21-22)

Sec. 1.050.440. - Hearing date.

Upon receiving a timely request for an administrative hearing to contest a citation assessing a civil penalty, together with an advance deposit of all or that part of the penalty amount required by this article, the city clerk will set an administrative hearing on a date not less than 15, nor more than 60 days, from the date the hearing is requested. Written notice of the date, time, and location of the administrative hearing will be provided to the citee at least 15 days prior to the hearing date.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.450. - Conduct of hearings.

A. *Scope of the hearing.* The issues to be determined at the hearing are limited to the following:

1. Whether the violation alleged in the administrative citation actually occurred; and
2. Whether the citee was responsible for the violation.

B.

Burden of proof and evidentiary rules. At the hearing, the hearing officer shall render his or her decision based on the preponderance of the evidence. However, the administrative citation shall constitute prima facie evidence of the facts contained in the citation. Both the citee and enforcement officer shall have the opportunity to testify and present additional evidence concerning the administrative citation. Evidence may include, without limitation, witness testimony, documents, or other similar evidence. Evidence sought to be introduced shall not be limited to any legal rules of evidence, save and except for the rule that it be relevant and material to the issues of whether the violation alleged in the citation occurred and whether the citee was responsible for the violation.

C. *Waiver of personal appearance at hearing.* In lieu of personally appearing at an administrative hearing, the citee may request that the hearing officer decide the matter based on the citation's face and any other documentary evidence submitted to the city clerk by the citee or enforcement officer prior to the hearing date.

D. *Attendance of citee.* Failure of a citee to appear at the hearing shall be deemed a waiver of the right to be personally present at the hearing. The hearing officer shall then decide the matter based upon the facts set forth in the citation, any documentary evidence previously submitted, and any additional evidence that may be presented at the hearing by the enforcement officer.

E. *Attendance of enforcement officer.* The enforcement officer who issued the administrative citation may, but is not required to, attend the administrative hearing. If the enforcement officer does not attend the hearing, the enforcement officer may, prior to the hearing date, submit reports, photographs, or other documentation regarding the violation to the city clerk who will forward such information on to the hearing officer for consideration at the hearing.

F. *Continuation of hearings.* The hearing officer may continue any hearing and request additional information from the enforcement officer or citee prior to issuing a written decision.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.460. - Hearing officer's decision.

A. Within ten days after closing the hearing, the hearing officer shall issue a written decision to uphold or set aside the civil penalty assessed against the citee by the administrative citation, shall set forth the reasons for such decision, and shall forward a copy of the decision to the city clerk.

(Ord. No. 2007-001, § 1, 1-22-07)

[Sec. 1.050.470. - Reserved.]

Sec. 1.050.480. - Action of the city clerk following receipt of the hearing officer's decision.

modified

A. After receiving the hearing officer's decision, the City Clerk shall promptly cause the hearing officer's decision to be served on the citee at the address set forth in the citee's request for an administrative hearing together with the notice hereinafter required by this Section, and shall cause a copy of the decision and such notice to be provided to the Chief Financial Officer and review officer.

B. If the decision of the hearing officer is to sustain the civil penalty assessed by the citation that was the subject of the hearing, then the City Clerk shall accompany the hearing officer's decision with a notice advising the citee that:

1. The City will retain the advance deposit if the deposit was in the full amount of the civil penalty, or require payment of the penalty balance within the time required by Article 2 of this Chapter if the advance deposit was less then the civil penalty or if the advance deposit was waived on the basis of financial hardship; and,
2. The citee has the right to file a petition with the Ventura County Superior Court seeking judicial review of the hearing officer's decision in the manner hereafter set forth in this Article if the citee chooses to further challenge the decision.

C. If the decision of the hearing officer is to set aside and vacate the civil penalty assessed by the citation that was the subject of the hearing and the citee has made an advance deposit in the amount of the civil penalty or any portion thereof, the City Clerk shall accompany the hearing officer's decision with a notice advising the citee, review officer and Chief Financial Officer that the City will be refunding the amount of the advance deposit.

(Ord. No. 2007-001, § 1, 1-22-07; Ord. No. 2022-002 , § 5, 3-21-22)

Sec. 1.050.490. - Right to judicial review.

A citee may appeal a hearing officer's decision rendered in the manner provided for by this article by filing a petition for writ of mandate in the Ventura County Superior Court seeking to set aside the decision within 90 days of the date the decision is deemed to have been served on the citee, all as provided for in sections 1094.5 and 1094.6 of the California Code of Civil Procedure.

(Ord. No. 2007-001, § 1, 1-22-07)

ARTICLE 5. - COLLECTION AND LIEN PROCEDURES

Sec. 1.050.510. - Collection of delinquent and unpaid civil penalties, delinquency fees and collection fees.

All delinquent and unpaid civil penalties, together with any accrued delinquency fees and collection fees that were assessed thereon in the manner provided by this chapter, shall constitute a debt that is owed by the citee to the city and that shall be collected in the manner provided for in this article or in any other manner authorized by law.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.520. - Collection of unpaid civil penalties exceeding the jurisdiction of the small claims court.

modified

All civil penalties together with any accrued delinquency fees and collection fees assessed thereon (i) that are in excess of the current jurisdiction of the small claims court, and (ii) that remain unpaid for 60 days or more following the delinquency date, shall be referred to the city attorney who is hereby authorized and directed to commence an action in Ventura County Superior Court against the citee who is indebted to the city for such penalty and fees, and to cause any judgment entered in such action to be executed against the assets or income of the citee in the manner provided for by law.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.530. - Collection of unpaid civil penalties less than the jurisdiction of the small claims court.

modified

Except as hereinafter provided in this Article, all unpaid civil penalties together with any accrued delinquency fees and collection fees assessed thereon (i) that are within the current jurisdiction of the Ventura County Small Claims Court, and (ii) that remain unpaid for 60 days or more following the delinquency date shall be collected as directed by the Chief Financial Officer either by causing a complaint to be filed in the small claims court against the citee who is indebted to the City in the amount of such penalties, fees, and costs, or by referral of such debt to a reputable collection agency for collection.

Payment of the civil penalty will be considered complete once all city fines and fees have been paid by the citee.

(Ord. No. 2007-001, § 1, 1-22-07; Ord. No. 2022-002 , § 6, 3-21-22)

Sec. 1.050.540. - Collection of property related civil penalties.

Notwithstanding the provision of section 1.050.530 to the contrary, all civil penalties together with any delinquency fees and collects costs that have been assessed against the owners of real property (i) that are less than the current jurisdiction of the Ventura County Small Claims Court, (ii) that remain unpaid for 60 days or more following the delinquency date, and (iii) that arose out of the condition or use of such property, shall be subject to a lien that is levied on such property by resolution of the city

council, forwarded to the Ventura County Assessor for inclusion on the annual property tax bill sent to the property owner or owners, and collected at the time and in the same manner as property taxes are collected.

(Ord. No. 2007-001, § 1, 1-22-07)

Sec. 1.050.550. - Collection of property related civil penalties; lien procedures.

modified

The finance officer shall initiate and conduct proceedings to collect delinquent civil penalties (i) that are within the jurisdiction of the small claims court, and (ii) that arose out the condition or use of real property as follows:

1. At or before a date in each fiscal year of the City that is at least 30 days prior to the date established by the Ventura County Assessor for filing annual City assessments, the Chief Financial Officer shall prepare a proposed City Council Resolution levying assessments against all real property in the City of San Buenaventura that is subject of such delinquent civil penalties. Such Resolution shall set forth all of the following information and otherwise be in a form approved by the City Attorney:
   (a) The address of each parcel of real property that is subject of a delinquent civil penalty;
   (b) The assessor's parcel number assigned to the property;
   (c) The amount of the delinquent civil penalty to be assessed against the property, together with any delinquency fees or collection fees added thereto by reason of such delinquency;
   (d) The name and address of the owner or owners of the property as set forth on the assessor's tax rolls;
   (e) The determination of the City Council to levy an assessment against each such property in the amount of the delinquent penalty, together with any delinquency fees and collection fees added thereto by reason of such delinquency; and
   (f) A request and authorization for the assessor to add such assessments to the county tax rolls and to collect such assessment at the time and in the same manner as property taxes are collected.
2. The Chief Financial Officer shall submit the proposed Resolution to the City Clerk together with a written staff report that recommends City Council approval of the Resolution and that sets forth the basis for such recommended action.
3. Upon receiving the proposed Resolution and staff report, the City Clerk shall cause the matter to be noticed for a public hearing before the City Council, and shall cause a copy of the Resolution and written notice of the date, time, and place of the hearing, and the matter to be considered at the hearing to be served on the owner or owners of each

parcel of real property that is a subject of the Resolution. Such notice shall be addressed to each such person at his or her address as set forth on the county assessor's last equalized tax roll. The failure of any such person to receive actual notice of such proceeding shall not affect the legal validity of the proceeding.

4. At the time and place of the hearing, the City Council shall hear and consider the protests, if any, of all persons appearing at the hearing to object to the proposed assessments.
5. At conclusion of the hearing, the City Council shall determine whether to adopt the proposed Resolution, including any changes or amendments thereto; provided that if the Chief Financial Officer advises the City Council at such hearing that an assessment against a parcel of real property included in the Resolution has been paid in full subsequent to the date the Resolution was noticed for public hearing, the Resolution shall be changed or amended to delete such assessment.
6. Following adoption of a City Council Resolution levying assessments against real property in the City of San Buenaventura that is the subject of such delinquent civil penalties, the Chief Financial Officer shall cause a certified copy of the Resolution to be forwarded to county tax assessor for inclusion on the county tax rolls.

(Ord. No. 2007-001, § 1, 1-22-07; Ord. No. 2022-002 , § 7, 3-21-22)

Chapter 1.100 - Reserved

Chapter 1.150 - Criminal Penalties

Sec. 1.150.010. - Violations; misdemeanors; nuisances.

No person shall violate any provision or fail to comply with any of the requirements of the San Buenaventura Municipal Code. Each and every violation of any provision of this Code is a misdemeanor unless otherwise provided. Every person shall be guilty of a separate offense for each and every day during any portion of which any violation of any provision of this Code is committed, continued, or permitted by such person and shall be punishable accordingly. In addition to the penalties herein provided, any condition caused or permitted to exist in violation of any of the provisions of this Code shall be deemed a public nuisance and may be abated by this city, either summarily or otherwise as appropriate under law, at the expense of the person or persons creating, causing, committing or maintaining it and such expense shall be a lien against the property on which the nuisance is maintained and shall be a personal obligation against the owner of such property.

(Code 1971, § 13)

Sec. 1.150.020. - Penalty.

Any person convicted of a misdemeanor, the penalty for which is not otherwise prescribed, shall be punished by a fine of not more than one thousand dollars ($1,000.00) or by imprisonment for not more than six (6) months, or by both such fine and imprisonment.

(Code 1971, § 13.1)

Sec. 1.150.030. - Certain violations as infractions.

A. Notwithstanding the provisions of section 1.150.420 or any other provision of this Code, the violation of any of the provisions of the San Buenaventura Municipal Code contained in any of the following enumerated divisions, chapters, articles or sections shall be an infraction; provided, however, that a fourth or additional violation of the same Code section, regardless of the time of occurrence, shall constitute a misdemeanor: Municipal Code sections 8.050.510 and 22.170.010.

B. Notwithstanding any other provision of this Code, a violation of any provision, requirement or prohibition of the following San Buenaventura Municipal Code sections is hereby made an infraction: 16.210.020; 16.210.030 (second paragraph); 16.210.040.A., B., C., and D.; 16.210.050; 16.210.050.B.; 16.210.060.A.; 16.210.060.B.; 16.210.060.C.; 16.210.060.D.2.; 16.210.060.E.2.; 16.210.060.F.; 16.210.060.G.; 16.210.060.H.; 16.210.060.I.; 16.210.060.J.; 16.210.070.B.; 16.210.070.C.; 16.215.030; 16.215.030.B.; 16.215.030.C.; 16.215.030.D.; 16.215.030.E.; 16.215.050.A. and B.; 16.215.060 (second paragraph); 16.215.070 (second paragraph); 16.220.010.B.1.(d); 16.220.020; 16.220.030; 16.220.040; 16.220.050.B.1., 2., 3., and 4.; 16.220.050.C.; 16.225.030.B.; 16.225.030.C.; 16.225.030.D.; 16.225.030.F.; 16.225.030.G.; all sections within chapter 8.350 of division 8.

C. Notwithstanding any other provision of this Code, any violation constituting a misdemeanor under this Code may, in the discretion of the city attorney, where deemed to be in the interest of justice, be charged and prosecuted as an infraction.

(Code 1971, § 13.2; Ord. No. 2004-005, § 2, 4-5-04; Ord. No. 2005-007, § 1, 10-10-05)

Sec. 1.150.040. - Penalties for infractions.

Each and every violation of a provision of this Code which is an infraction is punishable by:

1. A fine not exceeding $100.00 for the first violation;
2. A fine not exceeding $200.00 for a second violation of the same provision within one year;
3. A fine not exceeding $500.00 for each additional violation of the same provision within one year of the first violation.

(Code 1971, § 13.3)

Sec. 1.150.050. - Unlawful acts.

Whenever this Code makes any act or omission unlawful it shall include causing, permitting, aiding, abetting, suffering, or concealing the fact of such act or omission.

(Code 1971, § 13.4)

Sec. 1.150.060. - Code enforcement.

A. *Code enforcement responsibilities.* The police department, fire department, utilities division, business license office, building official, and other designated persons shall be responsible for enforcement of the various provisions of this Code under their respective authority or as is specifically assigned to them by the city manager or council. Officials and employees designated to enforce provision of this Code shall have authority to arrest persons pursuant to Penal Code section 836.5 for purposes of issuing citations for violations of provisions of this Code. Notwithstanding the foregoing, police officers have full authority to arrest persons for violations of the provision of this Code pursuant to any applicable provision of the Penal Code.

B. *Citation procedure for violations.*

1. Any city officer or employee arresting any person for a violation of any provision of this Code, who does not immediately take such arrested person before a magistrate, as prescribed in the Penal Code of the state, shall prepare in duplicate a written notice to appear in court. The notice shall contain:

   (a) The name and address of the person arrested;

   (b) The offense charged, the time and place of the alleged violation;

   (c) Where and when such person shall appear in court.

   The time specified in the notice for appearance must be at least ten days after such arrest. The place specified in the notice to appear and the notice shall be in conformity with the applicable provisions of the Penal Code of the state.

2. The arresting city officer or employee shall deliver one copy of the notice to appear to the alleged violator; the alleged violator in order to secure his immediate release must give his written promise to so appear in court at the time and place indicated on the notice by signing the duplicate notice, which signed copy shall be retained by the city officer or employee. Thereafter, the arresting city officer and employee shall release forthwith from custody the person so arrested. The duplicate copy of the notice to appear shall be filed in the manner prescribed in the Penal Code of the state.

C. *Failure to appear.* Any person who willfully violates his written promise to appear in court by failing to appear at the time and place stated shall be deemed guilty of a misdemeanor regardless of the disposition of the charge upon which the person was originally arrested.

D. *Warrant for arrest upon failure to appear.* When a person signs a written promise to appear at the time and place specified therein, and has not posted bail as provided in the Penal Code of the state, the magistrate shall issue and have delivered for execution a warrant for the person's arrest within 20 days after such person has failed to appear as promised, or if such person promises to appear before an officer authorized to accept bail, other than a magistrate, and fails to do so on or before the date which the person promised to appear, then within 20 days after delivery of such written promise to appear by the officer to the magistrate having jurisdiction over the offense, such magistrate shall issue and have delivered for execution a warrant for the person's arrest. When such person violates his promise to appear before an officer authorized to receive bail other than a magistrate, the officer shall immediately deliver to the magistrate having jurisdiction over the offense charged the written promise to appear and the complaint, if any, filed by the arresting officer or employee.

(Code 1971, § 13.5)

Sec. 1.150.070. - Cost recovery for code enforcement.

The city council, from time to time, may by resolution establish procedures and fees for the recovery of costs incurred by the city in enforcing the City of San Buenaventura Municipal Code.

(Code 1971, § 13.6)

Chapter 1.200 - Judicial Review

Sec. 1.200.010. - State law applicable.

The provisions of section 1094.6 of the California Code of Civil Procedure shall be applicable as respects the City of San Buenaventura, its officers, agents and/or employees and any actions filed under Code of Civil Procedure sections 1094.5 or 1085, except that where a shorter time limit is specified by this Code or other law, said shorter time limit shall be applicable.

(Code 1971, § 1421)

Sec. 1.200.020. - Expedited judicial review.

Pursuant to California Code of Civil Procedure § 1094.8(c), and any successor statute or regulation, the following permits and entitlements of this Code are designated for expedited judicial review pursuant to the procedure set forth in California Code of Civil Procedure § 1094.8, or any successor statute or regulation:

A. Permits issued pursuant to chapter 8.120 entitled "Regulation of Commercial Motion Picture and Television Production";

B. Permits issued pursuant to chapter 18.200 entitled "News Racks";

C. Permits for free speech events issued pursuant to chapter 18.250 entitled "Use of Public Streets and Other Rights-of-Way for Parades, Athletic Events, Block Parties and Other Public Assemblies";

D. Permits for free speech events issued pursuant to chapter 13 of the San Buenaventura Ordinance Code, as recodified in the SBMC (this Code), entitled "Permits Authorizing Events Conducted in City Parks and Park Facilities";

E. Decisions regarding signage subject to design review pursuant to section 24.420.060;

F. Decisions regarding signage variances pursuant to section 24.420.300;

G. Decisions regarding adult-oriented business pursuant to chapter 24.492 entitled "Adult-Oriented Business Regulations";

H. Permits for signs issued pursuant to section 24.505.020 in chapter 24.505 entitled "Director's Permit Procedure"; and

I. Any other provision of this Code designated by city council ordinance or resolution as being subject to expedited judicial review.

(Ord. No. 2000-06, § 2, 2-7-00)

Chapter 1.250 - Disposition of Unclaimed Property

Sec. 1.250.010. - Disposition of unclaimed property.

All unclaimed property in the possession of the police department shall be handled and disposed of in the following manner:

1. Such unclaimed property except unclaimed bicycles shall be held by the police department for a period of at least four months and unclaimed bicycles shall be held for a period of at least three months.
2. Thereafter, if the property has not been claimed as herein provided, it shall be transferred to that division or department of the city having responsibility for warehousing for sale to the public at public auction. In the event that the property cannot be sold at public auction, it may then be given away to any fraternal, benevolent, patriotic, charitable or religious organizations not organized for profit; and if any such property is of no value and cannot otherwise be disposed of by gift or sale, it may be destroyed as junk.
3. Notice of such sale at public auction shall be given at least five days before the time fixed therefor, by publication in a newspaper of general circulation published in the city and county specifying the time and place where such public sale will be held and generally

describing the property to be sold at said public auction.

4. In the event the owner of any such property shall appear before the date when said property is transferred to the warehouse and reclaim said property and reimburse the city for all expenses incurred in the care and preservation of the property, then said property shall be restored to the owner. Once property has been transferred to that division or department of the city having the responsibility for warehousing, however, such property shall not be redeemable by the owner or other person entitled to possession.

(Code 1971, § 6311)

Chapter 1.300 - Damage Claims Against the City

Sec. 1.300.010. - Authority.

This chapter is enacted under the authority of Section 935 of the California Government Code.

(Ord. No. 2006-017, § 1, 11-20-06)

Sec. 1.300.020. - Claims presentation requirements.

All claims against the city for money or damages not otherwise governed by the California Tort Claims Act (California Government Code Sections 900 et seq.), or another state law shall be presented within the time, and in the manner, prescribed by Part 3 of Division 3.6 of Title 1 of the California Government Code (commencing with Section 900) for the claims to which Part 3 applies by its own terms, as those provisions now exist or shall hereafter be amended, and as further provided by this chapter.

(Ord. No. 2006-017, § 1, 11-20-06)

Sec. 1.300.030. - Form of claims.

All claims presented under this chapter shall be made in writing and verified by the claimant or by his or her guardian, conservator, executor or administrator. No claim may be filed on behalf of a class of persons unless verified by every member of that class as required by this section. In addition, all claims shall contain the information required by California Government Code Section 910.

(Ord. No. 2006-017, § 1, 11-20-06)

Sec. 1.300.040. - Compliance with claim presentation requirements a prerequisite to lawsuit.

All claims shall be presented as provided in this chapter and acted upon by the city as a prerequisite to the filing of any action or suit on such claims. No such action or suit may be brought by a person who has not complied with the requirements of this section.

(Ord. No. 2006-017, § 1, 11-20-06)

Sec. 1.300.050. - Lawsuit must conform to requirements of California Tort Claims Act.

Any action or suit brought against the city based upon any claim subject to this chapter shall conform to the requirements of Sections 940—949 of the California Government Code. Any action brought against any employee of the city shall conform with the requirements of Sections 950—951 of the California Government Code.

(Ord. No. 2006-017, § 1, 11-20-06)

CALIFORNIA NATIVE PLANT SOCIETY

Channel Islands Chapter

Conservation Issue: Scenic Overlay Zone Problem

Created: 13 October 2012; Last updated: 13 October 2012

Importance of the Ventura County Scenic Resource Protection Overlay Zone

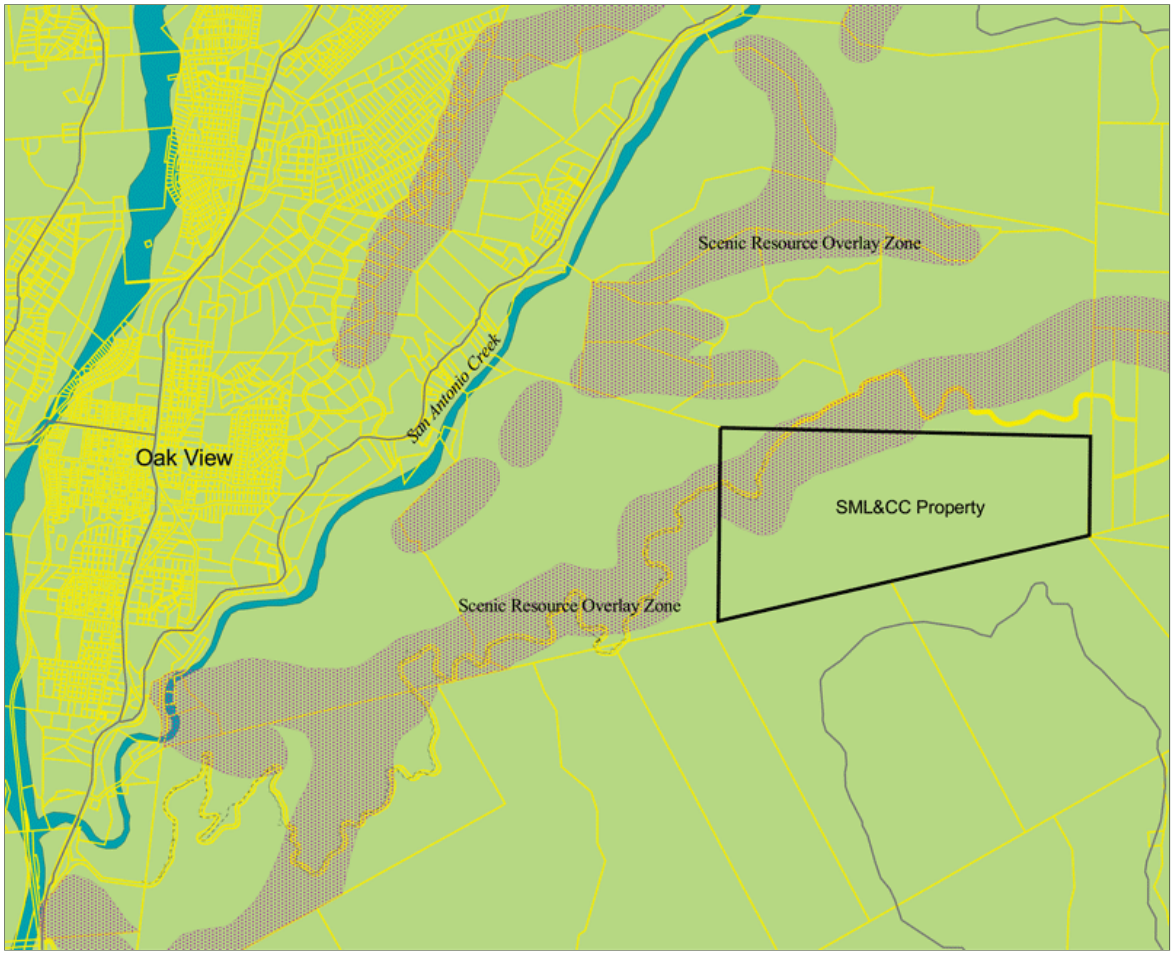
Ventura County created overlay zones several years ago for sensitive portions of the County. In areas with overlay zones, additional procedures of environmental review are required to ensure that particular resources are protected for the benefit of all Ventura County citizens. One such overlay zone is the Scenic Resource Protection Overlay Zone, designed to protect the viewshed from certain areas of the County, in this case, from lakes and highways. This overlay requires environmental review and permits for most land use changes on properties located on ridgetops visible from lakes/reservoirs frequented by the public. The overlay zone does not prohibit development in the areas of the County covered by them, it just requires that a landowner's proposed actions be reviewed first. Such regulations are needed to ensure that our government guides development of undeveloped lands in an orderly and appropriate manner. Below is a simple map showing the areas covered by the Ventura County Scenic Resource Protection Overlay Zones.

The Scenic Resource Protection Overlay Zone covers approximately 55,143 acres of unicorporated land in Ventura County, most of which is undeveloped, and much of that land used for grazing livestock, or single-family residences on large parcels. The map above includes city boundaries and major roads. It is clear that the overlay zone covers only a small portion of the County, yet the development activities that could occur in these areas could seriously affect the natural and visual resources from offsite. The Scenic Resource Protection Overly Zones are only in a few areas of the County, such as around the Ojai Valley, around Hidden Valley/Lake Sherwood, Lake Piru, Conejo Valley, and along State Route 33 north of Ojai (the portion designated by the State as a Scenic Highway). Another type of protection overly covers the coastal side of the Santa Monica Mountains, that portion that is within the Coastal Zone (pursuant to the California Coastal Act), and overlay zones to protect mineral resources.

There are a total of 1,870 parcels wholey or partially by the overlay zone, of which 389 parcels (almost all quite large) owned by a government agency, such as the U.S. Forest Service, or a land conservancy, such as the Ojai Valley Land Conservancy, and nonprofit entities such as the Boy Scouts of America. These 389 parcels total 39,620 acres, or 72% of the land. This means that only 28% of private property is affected in any way by the Scenic Resource Overlay Zone. When the parcel ownership is examined (based on 2006 data), 270 parcels, totaling approximately 1,966 acres (4%), is owned by land developers, oil companies, or other types of industry, not farmers, ranchers, or homeowners. This means that only 25% of the parcels within the overlay zone are owned by farmers, ranchers, or homeowners, and those families holding lands in trusts. Many of the remaining 114 parcels are owned by the same individuals, corporations, partnerships, etc., meaning that a very small percentage of the County's voting citizens may be required to apply for a permit, to the benefit of all the rest of the citizens of Ventura County. So, why are these few people given so much deference? Sounds like dirty politics, or ignorance by appointed or elected officials, or they have failed to do their jobs to satisfy the desired of the vast majority of Ventura County citizens. The citizens and the environment both loose when this happens, as occurred with the Sulphur Mountain Land & Cattle Company case described below.

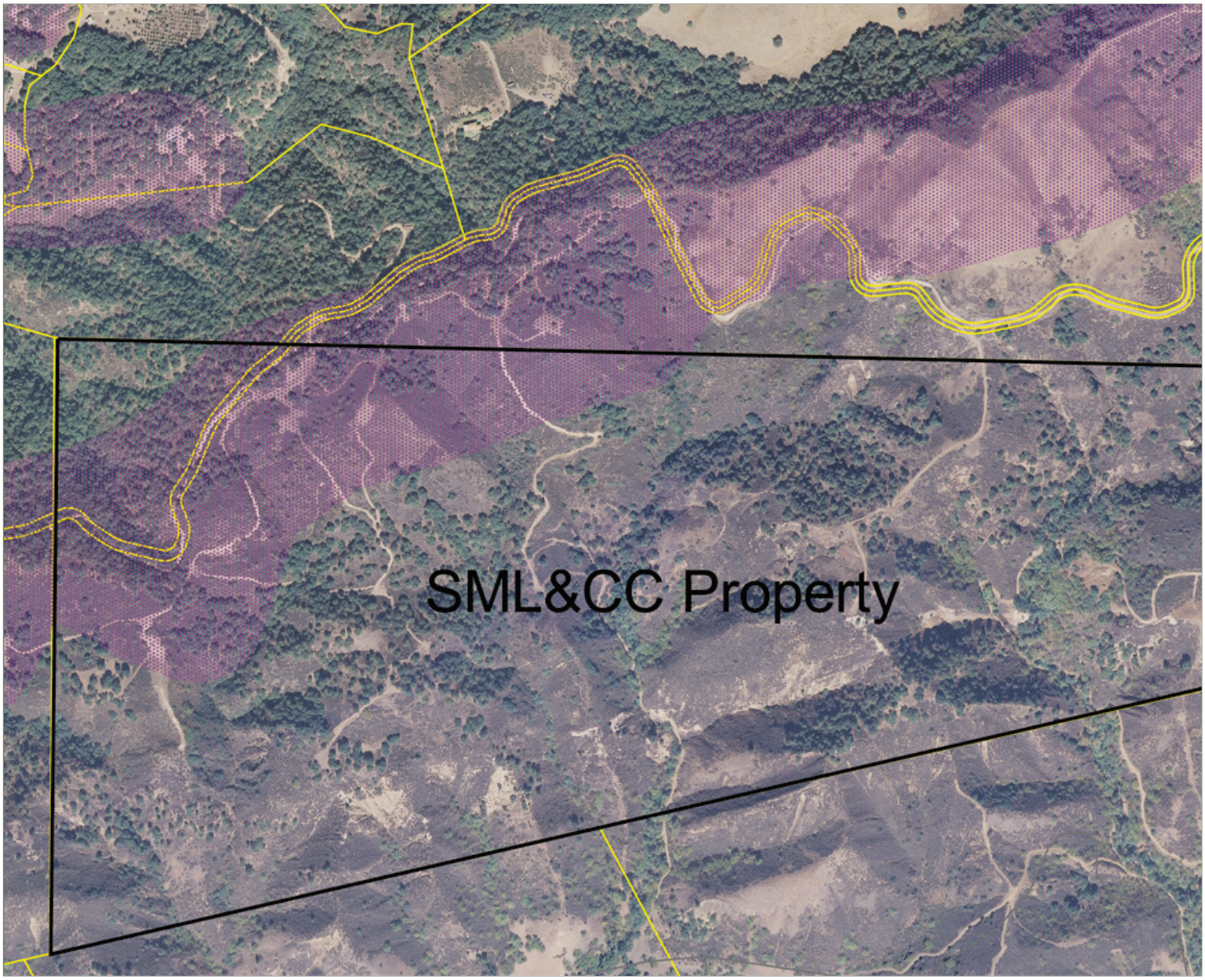
Sulphur Mountain Violation

In the summer of 2011, the Sulphur Mountain Land & Cattle Company (SML&CC), which owns many acres on Sulphur Mountain, cleared natural vegetation from about 15 acres of the parcel without first obtaining a permit from the Ventura County Planning Division, resulting in a violation notice. Sulphur Mountain is the primary ridge on the south side of the Ojai Valley, much of which is visible from Lake Casitas, located in the western portion of the Ojai Valley. The western half of Sulphur Mountain is also visible from State Route 33 on the south heading north from Ventura. Below is a simple map of the western portion of Sulphur Mountain showing parcels (yellow outlines), the Scenic Resource Overlay Zones (magenta stippled areas), Ventura River and San Antonio Creek (blue areas), roads (dark gray lines), and the SML&CC parcel (thick black lined box).



SML&CC used bulldozers to clear Coastal Sage Scrub and chaparral vegetation from the top of Sulphur Mountain, adjacent to and south of Sulphur Mountain Road, which is a popular hiking and cycling road open to the public. SML&CC is in the business of raising cattle for the beef industry. SML&CC's land, and most of Sulphur Mountain, has been used for livestock grazing for over 200 years now, beginning when it was part of the San Buenaventura Mission lands in the late 1700s. Tremendous damage was done to the natural vegetation and soils as the result of overgrazing, damage from which is still evident today in some areas.

Much has been learned about impacts of overgrazing in the last 40 years or so, and SML&CC is said to be working to follow sustainable range management practices. Those practices do not consider the direct and indirect impacts of converting natural vegetation into forage "crops" to feed cattle. The principles of the "holistic" rangeland management are to maximize profit from the land in a sustainable manner, and ignore the needs of native plants and wildlife that occur there naturally, even with passive grazing by livestock. Below is a 2007 aerial photograph of the SML&CC parcel (black outlined) four years prior to their vegetation type conversion. The yellow lines represent parcel boundaries and the magenta stippled areas represent the areas covered by the Ventura County Scenic Resource Overlay Zone. As can be easily seen, the two dominant vegetation types on Sulphur Mountain are Coastal Sage Scrub and Coast Live Oak Woodland, with the later occurring primarily on the north-facing slopes.



SML&CC didn't want to be bothered with applying for a permit to convert the natural vegetation to non-native forage grasses, so, like Wild West cowboys, they just did what they wanted to do. Then, after receiving the violation notice, hired attorneys and consultants, and the right-wing radical group, Coalition of Labor, Agriculture, and Business (VCCOLAB) to fight the County during a tense election cycle. VCCOLAB is all about private property rights and anti-government, regardless what the majority of the population believes or supports. VCCOLAB certainly does nothing for labor or most forms of business in Ventura County, as their name implies. SML&CC appealed the Planning Director's decisions on the violation to the Ventura County Planning Commission (VCPC) in June 2012, which was heard by the VCPC on 16 August 2012. CNPS was the only conservation organization to provide comments/testimony, through the Environmental Defense Center. The public and environmental community was ignorant of the seriousness of the hearing. VCCOLAB members where out in full, including Supervisorial candidate Bob Roper, in favor of ignoring the County's planning rules and letting ranchers behave like Wild West cowboys and damm their neighbors. SML&CC is claiming that the natural vegetation on land that is grazed is a crop, and; therefore, can be removed at any time as "normal agricultural practice". Examining the definitions of crop (see link to online dictionary in last sentence) never mentions natural vegetation as a crop; rather, a crop is something that is planted and harvested. SML&CC **converted** the natural vegetation to a crop. We used to think it was okay to dump trash and industrial wastes into or rivers, which was certainly a normal business practice for decades. We used to do lots of things, which we don't anymore because we figured out that society suffered while only a few prospered. The rules of what is "normal" practice have changed, but not for cowboy operations like SML&CC. A video of the Planning Commission hearing can be viewed here.

Astonishingly, the VCPC, in a vote 4:1, upheld SML&CC's appeal, totally ignoring the facts and the law, and the sound reasoning provided to them by VCPD staff and the Director. Read the VCPD staff report here. This decision by the Commission was extremely short-sighted, and just plain dumb. They clearly didn't bother to actually read the law, or really even understand it, that except for the Commissioner from District 1.

This is incredibly bad for native plants and wildlife. This is incredibly bad for all citizens of Ventura County, except for those cowboy companies that own lots of land in the county that is covered by the overlay zone. CNPS only had 10 days to file an appeal to the Board of Supervisors; however, that would have cost CNPS $2,000 just for the filing fee, not to mention the additional funds needed to have CNPS represented by environmental attorneys. Since politics are so slanted in Ventura County that most of the Supervisors are afraid to cast any votes that appear to be against farming, we would likely have only gotten two votes in our favor, and then would have had to sue the County, at much greater cost. The entire environmental and social justice community needs to come together and correct this aggrecious error in judgement by the Commission and strenghten the SOAR Initiative regulations when they come up for renewal in the not-to-distant future. We can't let this terrible ruling stand.

Botanical Resources of Sulphur Mountain

Had the VCPC supported VCPD staff and the citizen's desire to protect important natural resources on Sulphur Mountain, the property owner would have found out that his property supported a diverse flora and fauna, and that several rare plants are known to occur on or at least immediately adjacent to where he bulldozed all the natural vegetation. David Magney previously compiled a list of all the plants known to occur on Sulphur Mountain, which is published on his Ventura County Flora website, as well on this website.

CNPS has regularly led field trips along Sulphur Mountain Road, including past SML&CC's property. Mr. Magney recently found several rare plants along the road, including some on the road through SML&CC's property. It is almost certain that one or more of these species were bulldozed during his vegetation type-conversion activities. Rare plants found include: *Baccharis plummerae* ssp. *plummerae*, *Calochortus catalinae*, *Eriogonum parvifolium* var. *paynei*, *Juglans californica* var. *californica*, and *Polygala cornuta* var. *fishiae*. Botanists, including the author, have found other rare plants on Sulphur Mountain (e.g. *Aphanes occidentalis*, *Bromus laevipes*, *Elymus glaucus* var. *jepsonii*, *Galium californicum* ssp. *flaccidum*, *Navarretia ojaiensis*, *Ribes californicum* var. *californicum*), one or more of which could be on the SML&CC property. Certainly, you would think that a landowner who was concerned about the natural resources on his property would find out what occurs on it before blindly changing the landscape.

More Information

Get more information from the following websites:

Watersheds Messanger IX(2): Home on the Holistic Range, 2002
Allan Savory's Holistic Management International
Organic Consumers Association: Sustainable Ranching--Grass Farming is the Wave of the Future
USDA's Sustainable Agriculture: Definitions and Terms
USGS: Fire & Invasive Species in Mediterranean-climate Ecosystems of California by Jon E. Keeley
Engelberg's 2011 Thesis: Anthropogenic Disturbance Regines & Coastal Sage Shrub Recovery

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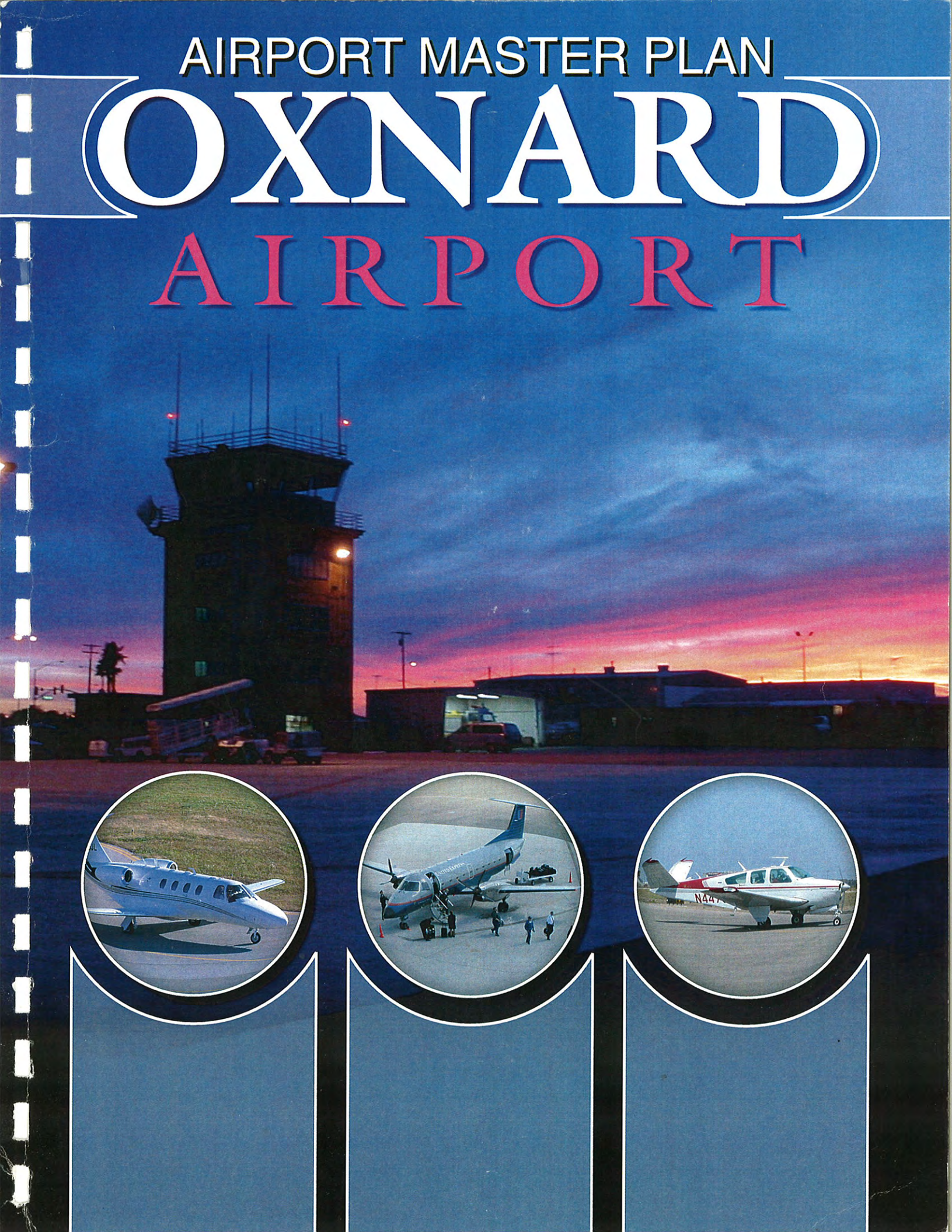
CHANNEL ISLANDS CHAPTER, CALIFORNIA NATIVE PLANT SOCIETY, PO Box 6, Ojai, CA 93024-0006
Special thanks to Carlin Moyer for the beautiful illustration of Toyon on this page.

Dedicated to the preservation of California native flora

For website comments: webmaster(at)cnpsci(dot)org

AIRPORT MASTER PLAN

OXNARD AIRPORT



AIRPORT MASTER PLAN

FOR

OXNARD AIRPORT
Oxnard, California

Prepared For
Ventura County

By
Coffman Associates, Inc.

August 2004

"The contents of these documents reflect the views of Coffman Associates, Inc., which is responsible for the parts and accuracy of the data contained herein. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with Public Laws 90-495, 91-190, 91-258, 94-343, and/or 100-223."

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Oxnard, California

Airport Master Plan

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OXNARD AIRPORT

INTRODUCTION AND SUMMARY

INTRODUCTION AND SUMMARY

The Oxnard Airport Master Plan is being prepared to provide the community and public officials with proper guidance for future development that addresses aviation demands and is wholly compatible with the environment. This study has the specific objective of re-examining the recommended direction from the 1996 Draft Airport Master Plan. This will include incorporating subsequent changes where conditions and circumstances may have invalidated previous recommendations within the context of the airport mission statement. Still valid concepts may be retained, while new concepts will be developed for those alternatives that are either no longer valid or considered to be unacceptable or unworkable. Coordination between Ventura County (Sponsor), local, regional, state, and federal agencies, and the consultant team will be essential to bringing together all facts and data relevant to the project and to developing a mutual agreement regarding future development of the airport.

The Master Plan will provide recommendations from which the County may take action to maintain and improve the airport and all associated services important to public needs, convenience, and economic growth. The Master Plan is intended to benefit all residents of the area by providing a comprehensive plan which supports and balances continued opportunity for aviation activities and the environmental preservation of the surroundings.

AIRPORT MISSION STATEMENTS

The mission statements for both the Ventura County Department of Airports and the Oxnard Airport are provided here for reference and guidance during the preparation, review, and implementation of the Oxnard Airport Master Plan.

DEPARTMENT OF AIRPORTS MISSION STATEMENT

- To provide safe, efficient, maintained, and accessible facilities for the provision of general aviation and limited commuter airline service needs of the citizens of Ventura County.
- To limit the development of Camarillo and Oxnard Airports to meet the forecasted needs of general aviation and commuter airline services in a manner that will complement each other.
- To optimize the use of present airport land, maximize safety, assure financial feasibility, and minimize the negative environmental effects on the surrounding communities.

OXNARD AIRPORT MISSION STATEMENT

Oxnard Airport shall:

- be a publicly owned, operated, and managed general aviation airport with a strong emphasis on safety, cooperation with its neighbors, and responsible flight operations.
- maintain a viable center for air commerce, which enhances trade and business for the economic development and transportation needs of the City of Oxnard and Ventura County.
- make every reasonable effort to limit the hours of air operations through a curfew, and to reduce noise and air pollution nuisances caused by airport users and operations.
- provide the region with safe and efficient access to the national air transportation system and general aviation.
- continue to search for a regional airport to serve the air carrier and commercial needs of the City of Oxnard and Ventura County.

SUMMARY AND RECOMMENDATIONS

The proper planning of a facility of any type must consider the demand that may occur in the future. For Oxnard Airport (OXR), this involved updating forecasts to identify potential future aviation demand. Because of the cyclical nature of the economy, it is virtually impossible to predict with certainty year-to-year fluctuations in activity when looking five, ten, and twenty years into the future.

Recognizing this reality, the Master Plan is keyed more to potential demand "horizon" levels than future dates in time. These "planning horizons" were established as levels of activity that will call for consideration of the implementation of the next step in the Master Plan program. By developing the airport to meet the aviation demand levels instead of specific points in time, the airport will serve as a safe and efficient aviation facility which will meet the operational demands of its users while being developed in a cost efficient manner. This program allows the County to change specific development in response to unanticipated needs or demand.

The forecasts of aviation activity at Oxnard Airport were developed taking into account the two mission statements. This results in forecasts that are somewhat constrained compared to those developed by previous planning efforts. The forecast planning horizons are summarized in **Table A** and **Exhibit A**.

TABLE A
Aviation Demand Planning Horizons
Oxnard Airport

	Current	Short Term	Intermediate Term	Long Term
ANNUAL OPERATIONS				
Commuter	3,650	4,500	5,600	6,500
Air Taxi	9,756	11,500	12,600	14,500
Military	1,541	1,500	1,500	1,500
General Aviation	73,803	78,200	83,900	92,700
Total Operations	88,750	95,700	103,600	115,200
ANNUAL PASSENGERS				
Enplanements	22,829	35,000	45,000	60,000
Based Aircraft	142	150	158	170

Exhibit A also presents historic activity for the four primary activity indicators. It is evident from this exhibit that the long term planning horizon activity levels for based aircraft and operations will remain well below levels attained in the 1990's. The long term horizon for enplanements is just slightly above the 1990 high level.

The Airport Layout Plan set acts as a blueprint for everyday use by management, planners, programmers, and designers. These plans were prepared on computer to help ensure their continued use as an everyday working tool for the Department of Airports.

As indicated in the introduction, this Master Plan is intended to re-examine the recommended direction of the 1996 Draft Master Plan that was never adopted by the County Board of Supervisors.

The principal airfield recommendations focus upon safety, security, and compatibility. It is of key importance to ensure that airport design standards are upheld to the maximum extent feasible, particularly in relation to the runway safety area (RSA). Other recommendations are provided to improve the efficiency and circulation on the airfield. **Exhibit B** depicts the airfield recommendations.

Runway 7-25 will remain the only runway at Oxnard Airport. The runway is currently 5,950 feet long and 100 feet wide with a pavement strength of 70,000 pounds dual wheel loading. It is planned to remain at this pavement strength to continue to accommodate the design aircraft indicated earlier.

An analysis of the runway's safety area requirements indicated that the runway does not meet the FAA design standards for the approach category C and D aircraft that regularly use the airport. The RSA beyond the east end of the runway extends for approximately 750 feet before reaching the airport's perimeter service road. The recommended plan for the east end involves relocating the departure end threshold for Runway 7 250 feet to the west.

It is also recommended that, in the interest of safety and to minimize disruption of airline service, the airport continue to improve its instrument approaches. This will likely mean improving approach minimums as improved capabilities become available through GPS (global positioning system).

Exhibit B also depicts the property acquisition recommendations. All property acquisitions are related to direct control of land use for the enhancement of safety. The intent is to either clear properties, maintain undeveloped properties, or to at least maintain current uses with no new development.

Recommended landside improvements are primarily associated with maintenance, redevelopment, and modernization of existing facilities. The facility requirements indicated that, with the addition of previously approved executive hangars, and the replacement of Hangar One, facilities area should be adequate from a space standpoint. Older hangar facilities may require replacement during the planning period. In addition, future mandates in security could require alterations in the terminal area.

The primary improvement items over the planning horizons include the following:

Short Term

- Meet changing security needs.
- Continue pavement rehabilitation and maintenance

02MP10-A-7/12/04

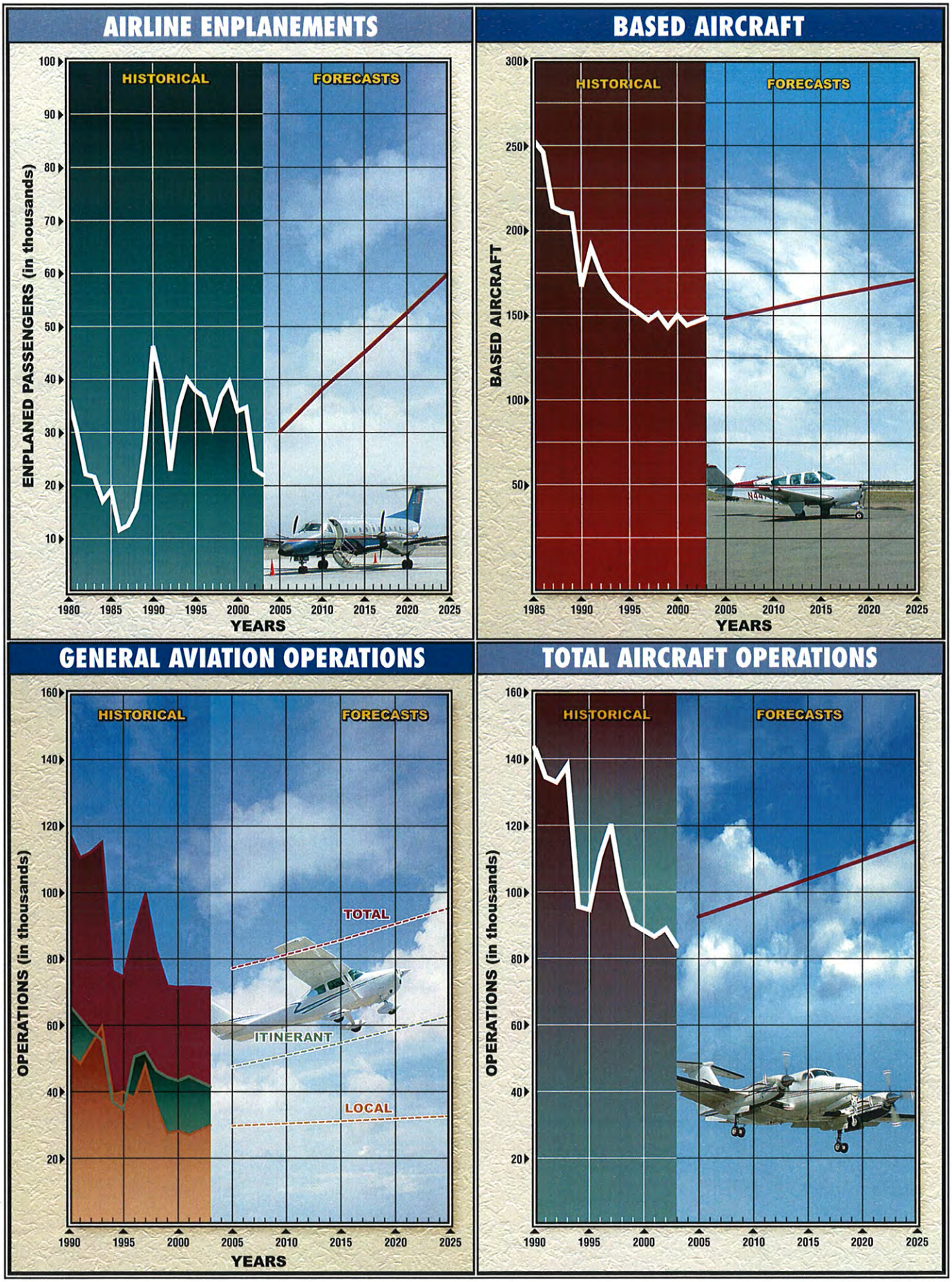

Exhibit A
AIRPORT ACTIVITY
HISTORIC AND FORECAST

02MP01-B-11/4/03

LEGEND

- Existing Airport Property Line
- Future Airport Property Line
- Proposed Property Acquisition
- Object Free Area (OFA)
- Runway Safety Area (RSA)
- Building Restriction Line (BRL)
- Existing Easements
- Proposed Avigation Easement

Victoria Avenue

CAT I APPROACH RPZ

CURRENT APPROACH RPZ

Teal Club Road

CURRENT APPROACH RPZ

CAT I APPROACH RPZ

RELOCATED SEGMENTED CIRCLE

RUNWAY 7 MALSR

RUNWAY 7 DEPARTURE THRESHOLD

BLAST PAD 120' x 150'

LIGHT LANE EASEMENT

Relocated Port-a-Port Hangars

Remove Port-a-Port Hangars

OXNARD

Return to GA Parking Apron

Reserve For Future Aviation Development

Redevelop Older Hangars As Needed

APPROVED EXECUTIVE HANGARS 21 UNITS 60' x 50'

5th Street

DEPARTURE RPZ

Rental Car Lot

Self-Maintenance Hangar

Relocated Port-a-Port Hangars

Ventura Road

NORTH

0 800 1600

SCALE IN FEET

OXNARD AIRPORT

Exhibit B
RECOMMENDED PLAN

- Correct extended RSA off east end of runway
- Construct blast pad off east end of runway
- Continue fee simple and easement acquisitions for safety enhancement
- Repair and maintain existing structures as necessary
- Make security improvements as may become necessary

Intermediate Term

- Improve Runway 7 GPS approach minimums by installing approach light system
- Continue airport facility rehabilitations and modernizations
- Remodel terminal building

Long Term

- Continue rehabilitation and modernization of facilities as necessary.

The full implementation of the Master Plan would involve a financial commitment of $16.4 million over the planning period (**Table B**). Approximately 90 percent of the total costs will be eligible for grants-in-aid administered by the Federal Aviation Administration (FAA). The source of these grants is the Aviation Trust Fund which is a depository for aviation taxes such as those from airline tickets, aviation fuel, aircraft registrations, and other aviation-related fees. Most eligible projects can receive up to 95 percent funding from the FAA.

Primary commercial service airports such as Oxnard Airport qualify for entitlement funding through the program. Oxnard Airport is currently earmarked for $1.0 million in annual entitlement funds annually. These funding levels, however, are not guaranteed. The amount of federal funding that will be made available will depend upon the future of the Airport Improvement Program.

TABLE B
CIP Financial Assumptions (2004 $)

	Short Term	Intermediate Term	Long Range
Total Project Costs	$6,757,000	$3,171,000	$6,500,000
Grant Eligible	$5,997,900	$3,012,450	$5,795,000
AIP Entitlements	$5,000,000	$7,000,000	$10,000,000
State Funding	$0	$0	$0
Remaining Grant Eligible Costs	$997,900	$0	$0
Matching Share Costs	$439,100	$158,550	$305,000
Remaining PFC-Eligible Costs	$1,437,000	$158,550	$305,000
Passenger Facility Charges (PFC)	$722,400	$1,227,650	$2,289,750
Remaining Matching Share	714,600	$0	$0
Non-Eligible Costs	$320,000	$0	$400,000
Remaining Airport CIP Costs	$1,034,600	$0	$400,000

The Ventura County Department of Airports will need to use other sources of airport-generated funding as well. Commercial service airports such as Oxnard Airport have been authorized by Congress to impose passenger facility charges (PFCs) as a means to collect revenues for airport improvements. A PFC of up to $4.50 is allowed. The airport has been authorized at this maximum level and currently uses the revenue to fund eligible projects in excess of the entitlement funding received. Most of the projects not eligible for federal funding can be funded from the revenue they generate.

CONCLUSIONS

In conclusion, the Master Plan is reviewed with regard to the Department of Airports and Oxnard Airport Mission Statements.

DEPARTMENT OF AIRPORTS MISSION STATEMENT

- ***To provide safe, efficient, maintained, and accessible facilities for the provision of general aviation and limited commuter airline service needs of the citizens of Ventura County.***

The Master Plan concept preserves the current general aviation and commuter activities for which Oxnard Airport is used. It includes recommendations to enhance safety and efficiency, as well as to maintain existing facilities.

- ***To limit the development of Camarillo and Oxnard Airports to meet the forecasted needs of general aviation and commuter airline services in a manner that will complement each other.***

The Master Plan utilizes a forecast that takes into account the following development qualifiers:

- No increase in runway length.
- No significant increase in terminal space.
- Planning to maintain and serve based aircraft levels equal to its current market share of registered aircraft in the county.

- ***To optimize the use of present airport land, maximize safety, assure financial feasibility, and minimize the negative environmental effects on the surrounding communities.***

With the exception of an approach light system, segmented circle relocation, and perimeter fencing, all development in the Master Plan will occur on current airport property. The only property acquisitions recommended are those designed to enhance operational safety.

OXNARD AIRPORT MISSION STATEMENT

Oxnard Airport shall:

- ***be a publicly owned, operated, and managed general aviation airport with a strong emphasis on safety, cooperation with its neighbors, and responsible flight operations.***

The Master Plan is based upon maintaining the Oxnard Airport as a County-owned and operated airport. It remains open to general aviation activity that can operate within the constraints of its facilities. The major improvement recommendations for the airfield are based upon meeting airport design standards to the extent feasible.

- ***maintain a viable center for air commerce, which enhances trade and business for the economic development and transportation needs of the City of Oxnard and Ventura County.***

The Master Plan continues to provide for maintenance and modernization of existing terminal area facilities to serve the needs of its users. The plan does consider growth in general aviation and airline traffic beyond the current levels of activity in support of economic development and transport-ation needs of the City and County.

- ***make every reasonable effort to limit the hours of air operations through a curfew, and to reduce noise and air pollution nuisances caused by airport users and operations.***

Since the Master Plan is primarily a facility-related plan, the consideration of limited hours and/or curfews is beyond the purview of the Master Plan. The Master Plan is also limited in means to reduce noise and air pollution. The Master Plan, however, does not recommend any improvements that would increase the potential for noise and air pollution.

- ***provide the region with safe and efficient access to the national air transportation system and general aviation.***

Safety, maintenance, and modernization of the Oxnard Airport is the primary emphasis of the Master Plan. The plan will allow the airport to continue to be a regional access to the national air transportation system.

- ***continue to search for a regional airport to serve the air carrier and commercial needs of the City of Oxnard and Ventura County.***

The limited development recommendations of the Master Plan are based in large part on the continued search for a new airport. The Master Plan recognizes that the forecasts for Oxnard Airport fall well short of meeting the commercial service demand in Ventura County. As other commercial airports in the Los Angeles Basin reach their capacities, it will become more incumbent upon the County to have access to adequate airport facilities to serve the needs of its citizens, businesses, and economic well-being.

OXNARD AIRPORT

Chapter One
INVENTORY

CHAPTER ONE

INVENTORY

The initial step in the preparation of an airport master plan is the collection of information that will provide a basis for further analysis in subsequent chapters. Information is gathered regarding not only the airport but also the region it serves. This chapter will begin with an overview of the existing conditions at Oxnard Airport consisting of airport facilities, airspace, and the airport's role in regional, state, and national aviation systems. This will be followed by background information regarding Ventura County, the City of Oxnard, and the regional area, including information regarding surface transportation and the socioeconomic profile.

Information provided in this chapter was obtained through on-site inspections of the airport, interviews with airport management, airport tenants, and various governmental agencies. Information was also obtained from available documents and studies, both in print and online, concerning the Oxnard Airport and the Ventura County area.

HISTORICAL PERSPECTIVE

The current airport setting and configuration is depicted on **Exhibit 1A**. Oxnard Airport was opened by Ventura County in 1934 with a 3,500-foot dirt runway. In 1938, the runway was paved and a large hangar, now referred to as Hangar Two, was constructed by the Works Progress Administration (WPA). After the completion of these improvements, the Oxnard Flying School began operations in 1939 with two aircraft. In 1940, the U.S. Army Air Corps established a primary training base for its pilots at the airport. The training facility was named the Mira Loma Flight Academy. During the Air Corps tenure at the

airport, two more hangars, Hangar One and Hangar Three, and a housing facility were constructed. The housing facility, that was used to house the pilots and their trainers, still exists across the street from the airport and is now the Mira Loma Apartments.

The declaration of war in December 1941 resulted in the relocation of the Oxnard Flying School to Boulder City, Nevada as civilian flying was not allowed within 200 miles of the coastline. The Army Air Corps continued training at the airport prior to 1944 when the airport was reassigned to the U.S. Navy until the Naval Air Station at Point Mugu could be completed. In 1945, the Navy relocated to the completed station at Point Mugu and the Oxnard Flying School returned to the airport. Control of the airport was returned to Ventura County by the federal government in 1948 and in the following year, the State of California issued the airport an operating permit.

Scheduled airline flights began in 1946 by Southwest Airlines and later Pacific Airlines. Since that time, a number of commercial service providers have served the airport including Cable, Golden West, Wings West, American Eagle, Mesa, and America West Express.

Major improvements at the airport have included the construction of an airport traffic control tower in 1960, the extension of Runway 7-25 to 5,947 feet in 1963, construction of a terminal building in 1971, the installation of taxiway lighting in 1973, and the installation of precision instrument landing and approach lighting systems in 1976. It should also be noted that in 1974 radar approach control was established at Point Mugu, thereby allowing positive radar coverage to aircraft flying into and out of Oxnard Airport.

In October 1994, Hangar One, the original hangar constructed at the airport, was lost to fire. Plans are underway to replace this hangar with a corporate hangar and office complex which will serve the general aviation community at the airport.

Currently, Oxnard Airport is positioned to serve all segments of the civil air transportation industry as it has facilities to accommodate commercial airline activity and general aviation users.

The commercial airline segment of the air transportation industry includes all air carriers providing scheduled air service. Currently, regularly scheduled commercial service is provided by Sky West Airlines, operating under a code share agreement with United Airlines as United Express.

General aviation is the largest and most diverse segment of the air transportation industry. General aviation aircraft constitute 97 percent of all civil aircraft in the United States today. Use of these aircraft covers a broad spectrum of activities from personal and recreational flying to air ambulance to business and commercial uses such as aerial applicators, aerial surveyors and photographers, and the non-scheduled transport of company staff from one location to another. General aviation aircraft range from one and two seat piston-powered

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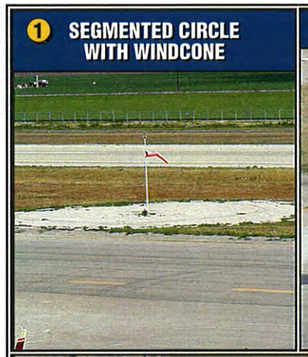

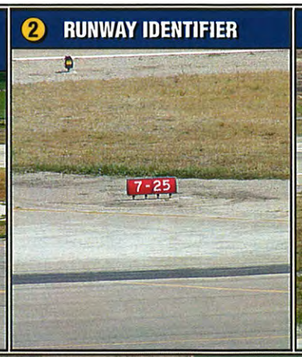

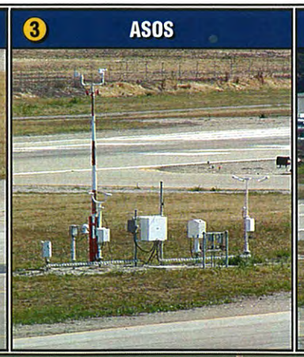

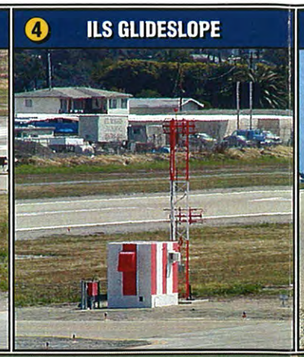

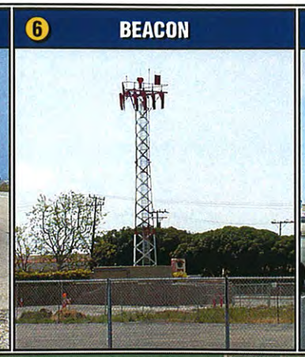

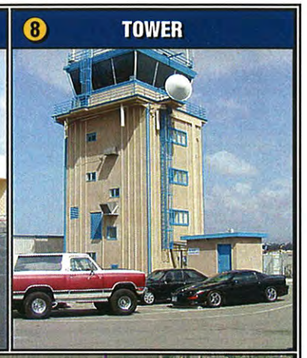

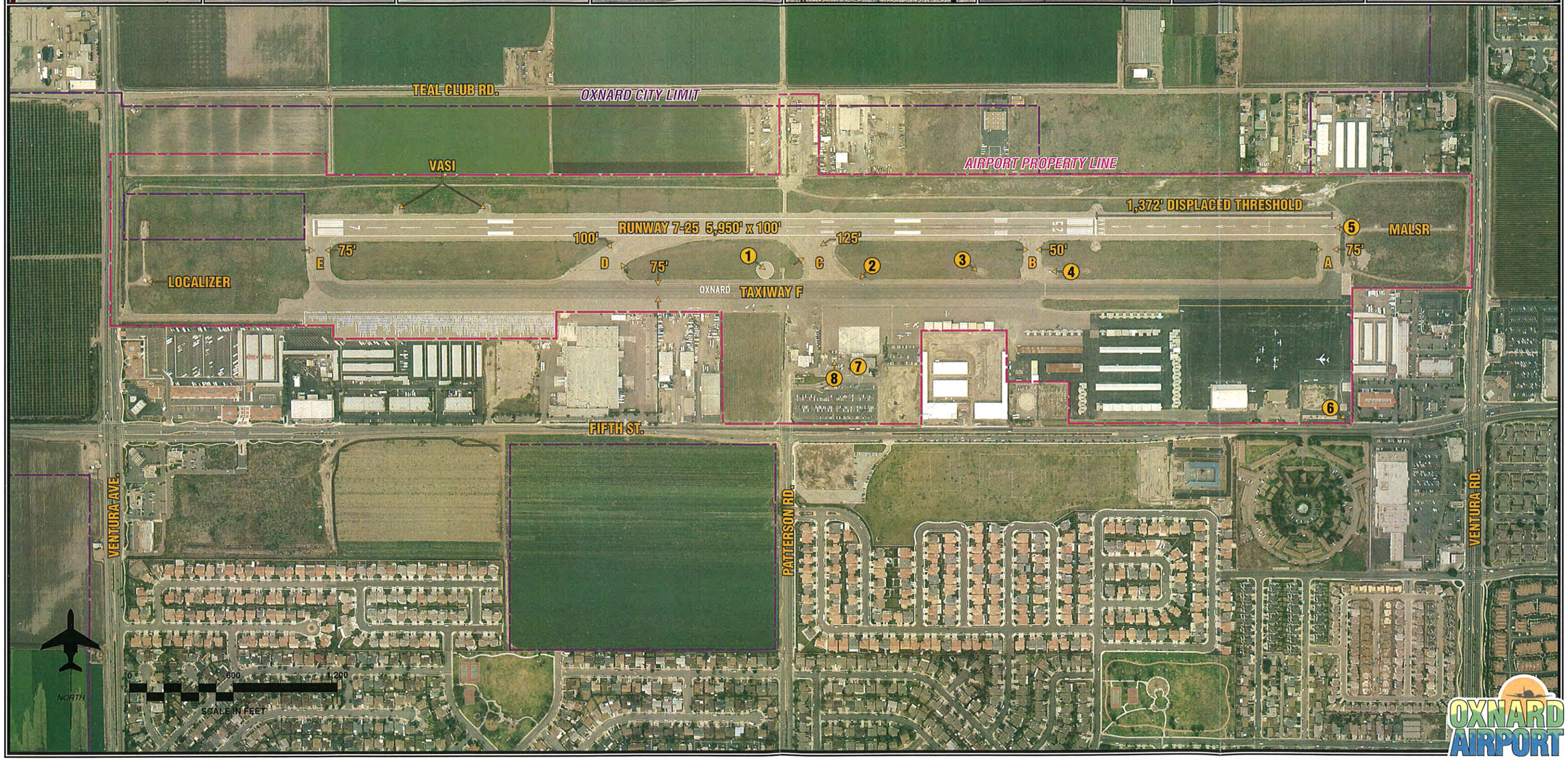

OXNARD AIRPORT

Exhibit 1A
EXISTING AIRFIELD FACILITIES

aircraft to long-range business jet aircraft capable of flying non-stop to international destinations. In the spring of 2002, there were 144 aircraft based at Oxnard Airport.

THE AIRPORT'S SYSTEM ROLE

Airport planning exists on many levels: local, state, and national. Each level has a different emphasis and purpose. Locally, this master plan is the primary airport planning document.

At the national level, the airport is included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS includes a total of 3,660 airports (both existing and proposed) which are important to national air transportation. Oxnard Airport is classified as a primary commercial service airport within the NPIAS.

At the state level, the airport is included in the **California Aviation System Plan** (CASP) as one of 29 primary commercial service airports in the State of California.

At the regional level, the airport is included in the **Southern California Association of Government's Regional Aviation Plan**. This plan encompasses 65 airports including six air carrier airports, three commuter airports, 45 general aviation airports, and 11 existing or recently closed military installations. Within this plan, Oxnard Airport is classified as a commuter airport.

AIRPORT ADMINISTRATION

Oxnard Airport is a commercial service airport owned by Ventura County and operated by the Ventura County Department of Airports which is charged with the day-to-day operation, repair, maintenance, and administration of the airport. The Department of Airports oversees Oxnard and Camarillo airports and is staffed with 32 employees. Of these 32 staff members, ten are allocated directly to Oxnard Airport.

The airport is overseen by the Ventura County Board of Supervisors. The Board receives recommendations from the Ventura County Airport Advisory Commission, which is concerned with the technical aspects of the airport, and the Oxnard Airport Authority, which is concerned with the business aspects of the airport.

The Aviation Advisory Commission, which makes recommendations on both Oxnard and Camarillo airports, consists of ten appointed members. The members are appointed by the County Board of Supervisors. Each supervisor appoints two individuals to serve on this commission.

The Airport Authority is responsible for only Oxnard Airport and consists of five members - two members from the Board of Supervisors, two members from the Oxnard City Council, and one member from the public.

AIRPORT SETTING

The City of Oxnard lies equidistant between Santa Barbara and Los Angeles, approximately 62 miles from each. **Exhibit 1B** depicts the city in its regional setting. Oxnard Airport lies one and one-half miles east of the Pacific coastline, and is situated along the coastal edge of the 200-square mile Oxnard Plain. The airport is located on approximately 216 acres of land in the northwest portion of the City of Oxnard.

AIRPORT FACILITIES

This section presents a description of the existing facilities at Oxnard Airport. These facilities can be divided into two distinct categories, airside facilities and landside facilities. Airside facilities include those directly associated with aircraft operation. Landside facilities include those necessary to provide a safe transition from surface-to-air transportation and support aircraft servicing, storage, maintenance, and operational safety.

AIRSIDE FACILITIES

Airside facilities, previously depicted on **Exhibit 1A**, are those facilities directly associated with the safe and efficient movement of aircraft on the airport. In most cases, airside facilities dictate the types and levels of aviation activity capable of operating at an airport. Airside facilities include runways, taxiways, airport lighting, and navigational aids. Airside facility data is discussed in detail below and is summarized in **Table 1A**.

Runways

Oxnard Airport is equipped with a single 5,950-foot long by 100-foot wide runway. This runway, Runway 7-25, is oriented in an east-west alignment. Due to obstructions in the east approach, the Runway 25 landing threshold has been displaced 1,372 feet to the west, which reduces the landing length available for Runway 25 to 4,578 feet.

Runway 7-25 has an asphalt surface and is strength-rated for 50,000 pounds single-wheel loading (SWL) and 70,000 pounds dual-wheel loading (DWL). SWL refers to the design of the aircraft landing gear that has a single wheel on each main landing gear strut and DWL refers to a landing gear that has dual wheels on each main landing strut.

Taxiways

The taxiway system at Oxnard Airport, as depicted on **Exhibit 1A**, consists of a full length parallel taxiway and five connecting taxiways, all located on the south side of Runway 7-25.

Taxiway F is the full length parallel taxiway. This taxiway is 75 feet wide and provides access to all apron and hangar facilities on the airport.

Taxiways A, B, C, D, and E are connecting taxiways providing access between the runway to Taxiway F. Taxiways A (east end) and E (west end) are 75-foot wide right angle taxiways which provide access for aircraft taking off and exiting from both ends of the runway.

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OXNARD AIRPORT

Exhibit 1B
LOCATION MAP

TABLE 1A
Runway Data
Oxnard Airport

	RUNWAY	
	7	**25**
Runway Length (feet) Runway Width (feet)	5,950' 100'	
Runway Surface Surface treatment	Asphalt Grooved	
Displaced Threshold	No	1,372'
Runway Load Bearing Strength (pounds) Single Wheel Loading (SWL) Dual Wheel Loading (DWL)	 50,000 70,000	
Runway Lighting	MIRL	
Approach Lighting	No	MALSR
Runway Pavement Markings	Non-precision Instrument	Precision Instrument
Visual Slope Indicator	VASI-4	PAPI-2
Instrument Approach Procedure	GPS	ILS
Traffic Pattern	Left	Left
Taxiway Lighting	MITL	
Taxiway, Taxilanes, Apron Pavement Markings	Centerline markings, signage	
Other Facilities	ASOS, Segmented Circle, Wind Cones	
Airport Elevation	42.5 MSL	

MIRL/MITL: Medium intensity runway/taxiway lighting
MALSR: Medium intensity approach lighting system with runway alignment indicator lights
VASI: Visual approach slope indicator
PAPI: Precision approach path indicator
ASOS: Automated surface observation system

Taxiway B is a 50-foot wide exit taxiway located approximately 1,500 feet west of the displaced threshold for Runway 25. Taxiways C and D are angled exit taxiways. Taxiway C is 125 feet wide and is angled to serve Runway 25 landings. Taxiway D is 100 feet wide and is angled to serve as an exit for Runway 7 landings.

Airfield Lighting

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. A variety of lighting systems are installed at Oxnard Airport for this purpose. These lighting systems, categorized by function, are summarized as follows.

- IDENTIFICATION LIGHTING

The location of an airport at night is universally indicated by a rotating beacon which projects two beams of light, one white and one green, 180 degrees apart. The rotating beacon at Oxnard Airport is located in the southeast corner of the airfield near Fifth Street.

- RUNWAY AND TAXIWAY LIGHTING

Runway and taxiway lighting are light fixtures placed near the pavement edge to define the lateral limits of the pavement. This lighting is essential for maintaining safe operations at night and/or during times of poor visibility in order to maintain safe and efficient access from the runway and aircraft parking areas.

Runway 7-25 is equipped with medium intensity runway lighting (MIRL). Medium intensity taxiway lighting (MITL) has been installed on its associated taxiways.

- APPROACH LIGHTING

Approach lighting systems (ALS) consist of a configuration of signal lights that extend into the approach area from the runway threshold. The purpose of an ALS is to aid pilots in transitioning from instrument flight to visual flight for landing. A medium intensity approach lighting system with runway alignment indicator lights (MALSR) is installed at the end of Runway 25 to assist pilots in landing to the west during inclement weather conditions. The MALSR extends for 2,800 feet from the displaced runway threshold.

Two types of visual approach slope guidance aids are utilized at the airport: visual approach slope indicator (VASI) and precision approach path indicator PAPI). While configured differently, the VASI and PAPI have a similar purpose of providing visual approach slope guidance to pilots. Generally, each lighting aid consists of a system of lights, located at various distances from the runway threshold which, when interpreted by the pilot, give him or her an indication of being above, below, or on the designed descent path to the runway.

The two-box PAPI (PAPI-2) system installed for Runway 25 is located on the left, approximately 400 feet past the displaced threshold. Runway 7 is equipped with a four-box VASI (VASI-4) system which is located on the left side of the runway approximately 400 feet from the runway threshold.

- AIRFIELD SIGNS

Airfield identification signs assist pilots in identifying their location on the airfield and direct them to their desired location. Lighted airfield signs at Oxnard Airport are located along Runway 7-25 and its associated taxiways. They are also used to identify aircraft hold positions, taxiway intersections, as well as the intersection of the connecting taxiways and runway.

- PILOT-CONTROLLED LIGHTING

The MIRL and MALSR systems on Runway 7-25 can be controlled through a pilot-controlled lighting system (PCL) when the airport federal control tower (FCT) is closed. This system allows pilots to turn on and/or increase the intensity of the lighting system from the aircraft with the use of the aircraft's radio transmitter.

Pavement Markings

Pavement markings aid in the movement of aircraft along airport surfaces and identify closed or hazardous areas on the airport. Non-precision instrument markings on Runway 7 identify the runway designations, centerline, touchdown point, and aircraft holding positions. Runway 25 has precision instrument markings that identify the runway centerline, designation, touchdown point, and pavement edge as well as the displaced threshold. Taxiway and apron centerline markings are provided to assist pilots in maintaining proper clearance from pavement edges and objects near the taxiway/taxilane edges. Pavement markings also identify aircraft tie-down positions and aircraft holding positions.

Other Facilities

The airport also has a lighted wind cone inside a segmented circle. A lighted wind cone provides information to pilots regarding wind conditions both day and night. The segmented circle consists of a system of visual indicators designed to provide traffic pattern information at airports. The segmented circle and wind cone are located midfield near the intersection of Taxiways C and F. Additional windcones are located near each end of Runway 7-25 between the runway and Taxiway F.

Air Traffic Control

Oxnard Airport has an FCT which provides traffic control services from 7:00 a.m. to 9:00 p.m. The purpose of the FCT is to control aircraft movement within the local Class D airspace and on the runway and taxiway system. Approach and departure control is provided by Point Mugu Approach Control between the hours of 7:00 a.m. and 11:00 p.m. Between the hours of 11:00 p.m. and 7:00 a.m., approach and departure control services are provided by the Los Angeles Air Route Traffic Control Center (ARTCC).

Aircraft operating in the vicinity of the airport are not required to file any type of flight plan or to contact any air traffic control facility unless they are entering

airspace where contact is mandatory. Air traffic advisories and certain weather information can be obtained using the airport CTAF. Enroute air traffic control services are provided through the Los Angeles ARTCC, which controls aircraft in a large multi-state area.

LANDSIDE FACILITIES

Landside facilities are the ground-based facilities that support the aircraft and pilot/passenger handling functions. These facilities typically include the passenger terminal complex, aircraft storage/maintenance hangars, aircraft parking apron and support facilities such as fuel storage, automobile parking, and roadway access. Landside facilities at Oxnard Airport are identified on **Exhibit 1C**.

Airline Terminal Facilities And Services

The airport terminal building is located at midfield, east of the FCT. Areas for airline ticketing and operations, baggage claim, rental car reservation offices, security screening, a lounge, and a restaurant are provided within the terminal building. **Exhibit 1D** depicts terminal area floor plan.

Fifth Street provides access to the airport. The terminal access road connects to this street and extends north to the terminal building. The two-lane, one-way road then turns west and runs between the terminal building and the vehicle parking lot. The terminal road ends at Patterson Road on the west side of the parking lot. Patterson Road returns traffic to a signaled intersection at Fifth Street.

The passenger pick-up or drop-off area consists of 160 feet of curb in front of the terminal building. Three vehicle parking lots are located within the terminal complex area. The public parking lot, located across the street from the terminal building, consists of 220 public and 36 rental car parking spaces. A total of 26 public spaces are designated for short term parking with the remaining spaces available for long term parking.

A rental car lot is located east of the terminal building. This lot provides 73 parking spaces for rental car storage and service.

A 43-space employee parking lot is located north and west of the terminal access road, near the base of the FCT. Access to this parking lot is provided via Patterson Road.

The terminal apron is located directly north of the terminal building. The apron provides for aircraft parking, access, and circulation for the commuter aircraft.

Scheduled air service at Oxnard Airport is provided by United Express using Embraer Brasilia 120 (EMB-120) aircraft. **Table 1B** summarizes the scheduled flights for the airport as of April 2002. All flights either arrive from or depart to Los Angeles International Airport.

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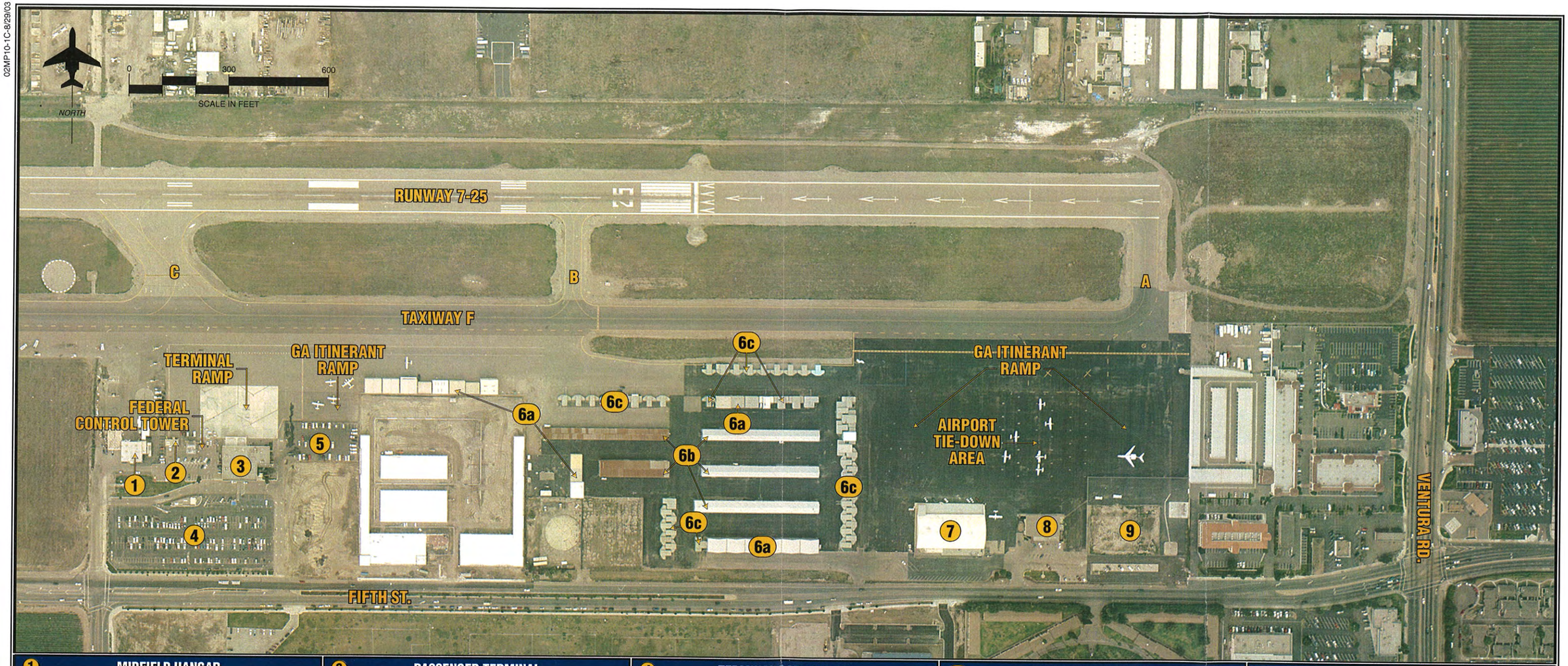
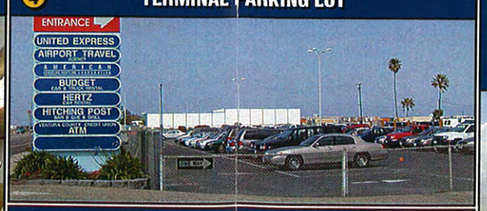


1 MIDFIELD HANGAR

2 ARFF FACILITY

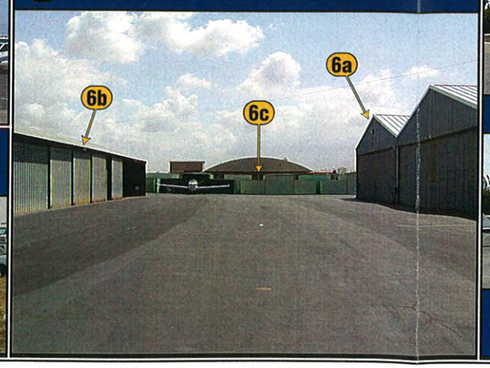
3 PASSENGER TERMINAL

4 TERMINAL PARKING LOT



5 RENTAL CAR READY-RETURN PARKING LOT

6a EXECUTIVE HANGARS
6b T-HANGARS
6c PORT-A-PORT



7 HANGAR 3

8 HANGAR 2

9 FUTURE LOCATION FOR HANGAR 1

Exhibit 1C
LANDSIDE FACILITIES

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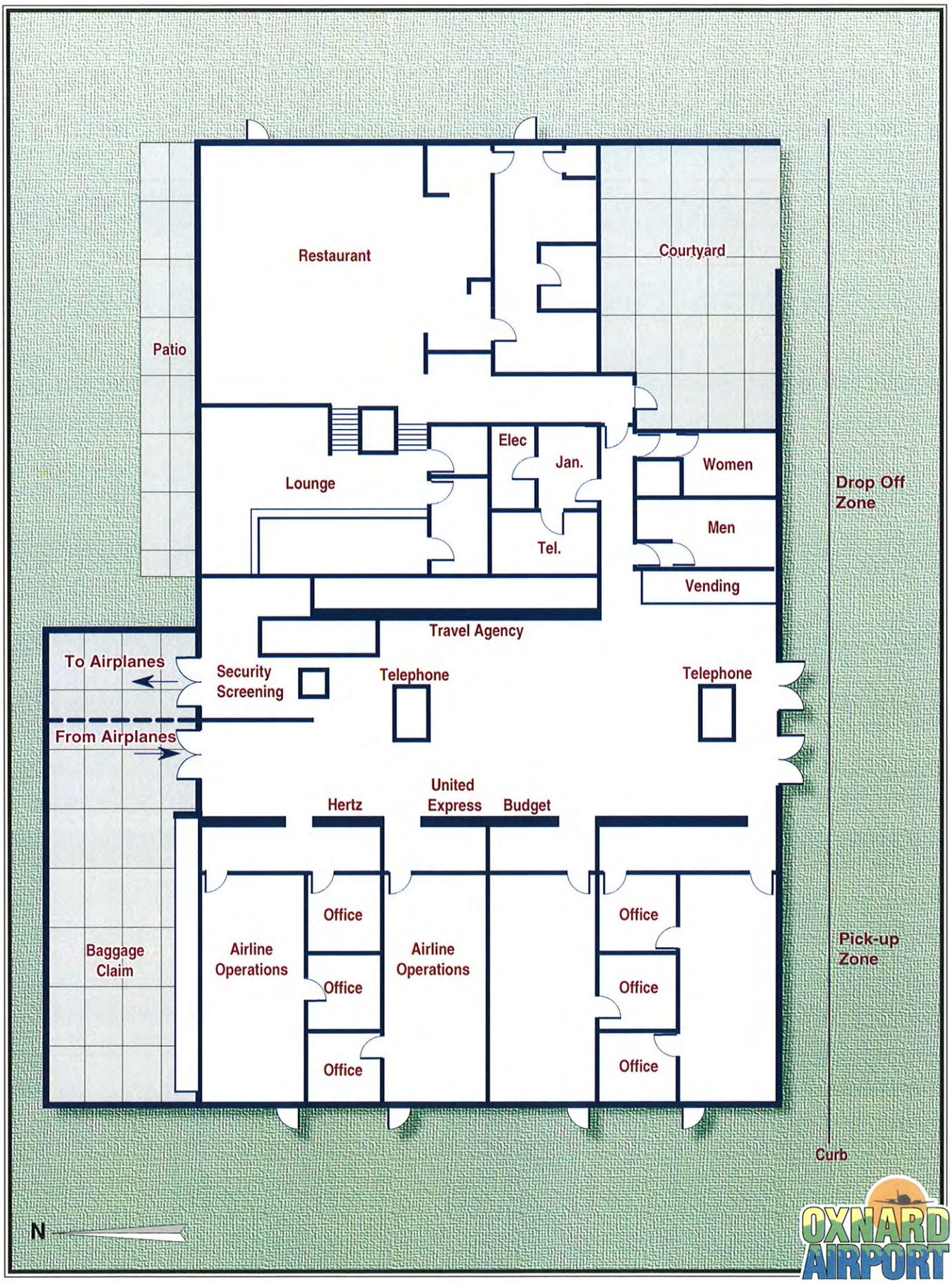

Exhibit 1D
EXISTING TERMINAL BUILDING

TABLE 1B Commercial Air Service Flight Schedule (April 2002)		
Flight Number	**Departure Time**	**Destination**
5133	7:15 a.m.	Los Angeles
5135	9:26 a.m.	Los Angeles
5137	11:40 a.m.	Los Angeles
5139	4:28 p.m.	Los Angeles
5141	8:29 p.m.	Los Angeles

General Aviation Facilities And Services

Oxnard Airport is also a full service general aviation airport. The general aviation facilities at Oxnard Airport are located both east and west of the terminal and are described in the following sections.

- FIXED BASE OPERATORS

One fixed base operator (FBO), Oxnard Jet Center, currently provides service at the airport. This FBO occupies Hangars Two and Three on the southeast side of the airport, as well as a hangar immediately west of the FCT. The FBO leases approximately 3,786 square feet of office space, 15,671 square feet of hangar space, and 10,000 square feet of ramp space in Hangars Two and Three. Aircraft parking, charters, fuel, catering services, aircraft maintenance, oxygen, pilot training, and aircraft rental are some of the services provided by this FBO within these hangars.

The midfield hangar contains 2,575 square feet of office space, 4,485 square feet of hangar space, and fronts 55,000 square feet of ramp space. Helicopter services are provided from this location.

- HANGAR AND AIRCRAFT STORAGE FACILITIES

Hangar facilities at Oxnard Airport include conventional hangars, executive hangars, T-hangars, and Port-a-Ports (portable hangars). All hangars, except the one occupied at midfield by Aspen Helicopters, are located east of the terminal facilities and are depicted on **Exhibit 1C.**

A total of three conventional hangars, 20 executive hangars, 53 T-hangars, and 51 Port-a-Ports are located at the airport. Of these hangars, 55 are privately-owned and 69 are owned by the airport. All of the conventional hangar space is presently occupied by the FBO or by other business enterprises.

There are 39 aircraft tie-downs located in front of Hangar Two. A total of 11 of these spaces are leased to the FBO: four are leased privately, and the rest are utilized by transient aircraft.

- FUEL FACILITIES

Fuel storage facilities consist of two 12,000-gallon Jet A fuel tanks and two 12,000-gallon AvGas fuel tanks. The FBO provides fueling services to both commercial and general aviation aircraft with the use of two Jet A fuel trucks and one AvGas fuel truck.

- AIRPORT RESCUE AND FIREFIGHTING

Airport rescue and firefighting (ARFF) services at Oxnard Airport are provided 24 hours a day. The ARFF facility, located at the base of the ATCT, is continuously staffed by one of five trained ARFF officers. ARFF quick response equipment includes one truck with the capacity for 600 gallons of water, 110 gallons of aqueous film forming foam (AFFF), and 500 gallons of dry chemicals.

- AIRPORT MAINTENANCE

Airport maintenance equipment is stored in a secured storage area in the maintenance and storage facility located north of the midpoint of Runway 7-25.

- GENERAL AVIATION AUTOMOBILE PARKING

A number of parking spaces are available near the various general aviation facilities at Oxnard Airport. The parking spaces include approximately 21 spaces at the midfield location of Aspen Helicopters, 23 spaces in front of Hangar Two, and 42 spaces in front of Hangar Three.

Weather Observations

An Automatic Surface Observation System (ASOS) is installed at Oxnard Airport. The ASOS provides automated aviation weather observations 24 hours a day. The system updates weather observations every minute, continuously reporting significant weather changes as they occur. The ASOS system reports cloud ceiling, visibility, temperature, dew point, wind direction and speed, and barometric pressure. The ASOS is located on the west side of the airfield.

Utilities

The City of Oxnard provides water and sewer services to the airport. Electrical service is provided by Edison and natural gas service is provided by the Southern California Gas Company.

Tenants

Table 1C contains a summary of the airport tenants at Oxnard Airport. The location of many of these business was previously depicted on **Exhibit 1C**.

AIRSPACE AND AIR TRAFFIC CONTROL

The Federal Aviation Administration (FAA) Act of 1958 established the FAA as the responsible agency for the control and use of navigable airspace within the United States. The FAA Western-Pacific Region, with offices in Lawndale, CA, controls the airspace in southern California.

TABLE 1C
Airport Tenants
Oxnard Airport

Tenant	Type of Business	Space Leased	Location
AeroSpaceNews.com	aviation publication	office	Hangar Three
Aspen Helicopters/ Oxnard Jet Control	FBO, agricultural application services	office, hangar, ramp, storage	Hangar Two, midfield hangar
Bailey Industries	aircraft research and development	office, hangar, storage	Hangar Three
Camarillo Electronics	avionics storage	storage	general hangar area
Metro Computers	computers	office	Hangar Three
Reel Graphics	aircraft graphics	office	Hangar Three
TwinMill	aircraft research and development	land	east end of airport
ETR Graphics	printing	storage	general hangar area
Airport Travel	travel agency	airport counter	terminal building
Budget	car rental	airport counter, cargo	terminal building
Hertz	car rental	office, airport counter	terminal building
United Airlines	airline	office, airport counter, cargo	terminal building
Buky's BBQ	restaurant	restaurant	terminal building

The FAA has established the National Airspace System (NAS) to protect persons and property on the ground and to establish a safe and efficient airspace environment for civil, commercial, and military aviation. The NAS covers the common network of U.S. airspace, including: air navigation facilities; airports and landing areas; aeronautical charts; associated rules, regulations, and procedures; technical information; personnel and material. The system also includes components shared jointly with the military.

AIR TRAFFIC CONTROL

Air Route Traffic Control Center (ARTCC)

The FAA has established 21 ARTCCs in the continental United States to control aircraft operating under instrument flight rules (IFR) within controlled airspace and while in the enroute phase of flight. An ARTCC assigns specific routes and altitudes along federal airways to maintain separation and orderly air traffic flow. ARTCCs use

radio communication and long range radar with automatic tracking capability to provide enroute air traffic services. Typically, the ARTCC splits its airspace into sectors and assigns a controller or team of controllers to each sector. As an aircraft travels through the ARTCC, one sector hands off control to another. Each sector guides the aircraft using discrete radio frequencies.

The Los Angeles ARTCC controls IFR aircraft entering and leaving the southern California area. The area of jurisdiction for the Los Angeles center includes most of the State of California, and portions of Nevada, Arizona, and Utah.

Radar Air Traffic Control Facility (RATCF)

The ARTCC delegates certain airspace to local terminal facilities which are responsible for the orderly flow of air traffic arriving and departing the major terminals. The Los Angeles ARTCC has delegated airspace to Point Mugu radar air traffic control facility (RATCF). The RATCF is staffed and operated by the U.S. Navy and is under contract with the FAA for terminal control of civilian aircraft.

RATCF uses direct radio communications and an automated radar terminal tracking system to control air traffic within its jurisdiction. Air traffic control services provided by Point Mugu RATCF include radar vectoring, sequencing and separation of IFR aircraft, and traffic advisories for all aircraft. The RATCF provides air traffic control services between 7:00 a.m. and 11:00 p.m. Between 10:00 p.m. and 6:00 a.m., air traffic control services are provided by the Los Angeles ARTCC.

Oxnard Airport Federal Control Tower (FCT)

The Oxnard Airport federal control tower operates daily from 7:00 a.m. to 9:00 p.m. local time, controlling aircraft movement within the Class D airspace and on the runway and taxiway systems. The IFR arrivals and departures from Oxnard Airport are coordinated with Point Mugu RATCF.

AIRSPACE STRUCTURE

To ensure a safe and efficient airspace environment for all aspects of aviation, the FAA has established an airspace structure that regulates and establishes procedures for aircraft using the National Airspace System. The U.S. airspace structure provides for two basic categories of airspace, controlled and uncontrolled, and identifies them as Classes A, B, C, D, E, and G as described below.

Class A Airspace

Class A airspace is designated in F.A.R. Part 71.33 for positive control of aircraft. The area includes specified airspace within the coterminous United States from 18,000 feet above mean sea level (MSL) to and including Flight Level 600 (60,000 feet MSL). Within Class A airspace, only IFR operations are allowed. The aircraft must have

special radio and navigation equipment and the pilot must obtain an air traffic control (ATC) clearance to enter Class A airspace. The pilot must have at least an instrument rating.

Class B Airspace

Class B airspace has been established at 29 high density airports in the United States as a means of regulating air traffic activity in these areas. They are established on the basis of a combination of enplaned passengers and volume of operations. Los Angeles International Airport (LAX), located 41 nautical miles (nm) south of Oxnard, is the only airport with Class B airspace in the area.

Class B airspace is designed to regulate the flow of uncontrolled traffic above, around, and below the arrival and departure airspace required for high performance, passenger-carrying aircraft at major airports. Aircraft operating in Class B airspace must have special radio and navigation equipment and must obtain an air traffic control (ATC) clearance. In order to operate within Class B airspace, a pilot must have at least a private pilot's certificate or be a student pilot who has met the requirements of F.A.R. 61.95, requiring special ground and flight training for Class B airspace. The LAX Class B airspace has an irregular shape due to the terrain and the number of airports in the vicinity of the airport.

The Mode C veil, an area associated with Class B airspace, extends for 30 nautical miles from LAX. When operating within this area, all aircraft must be equipped with a transponder with altitude encoder (Mode C).

Class C Airspace

The FAA has established Class C airspace at 120 airports around the country as a means of regulating air traffic activity in these areas. In order to fly inside Class C airspace, the aircraft must have a two-way radio and an encoding transponder, and the pilot must obtain an ATC clearance. Pilots must have at least a student pilot's certificate to fly in Class C airspace.

Burbank-Glendale-Pasadena Airport, located approximately 41 nautical miles east-southeast, and Santa Barbara Airport, located 40 nautical miles northwest of Oxnard Airport, are surrounded with Class C airspace. Oxnard Airport, however, does not have Class C airspace.

Class D Airspace

Class D airspace is normally a circular area with a radius of four to five miles around the primary airport and any extensions necessary to include instrument approach and departure paths. This controlled airspace typically extends upward from the surface to about 2,500 feet above the elevation of airports with operating control towers. Oxnard Airport, Camarillo Airport, and Naval Air Weapons Station (NAWS) Point Mugu are encompassed by Class D airspace.

As depicted on **Exhibit 1E**, Oxnard's Class D airspace is interrupted to the

southeast by NAWS Point Mugu's Class D airspace, and to the east by Camarillo Airport's Class D airspace. The ceiling of Oxnard and Camarillo Class D airspace is 2,000 feet mean sea level (MSL). NAWS Point Mugu's Class D airspace has a ceiling of 3,000 feet MSL.

Class E Airspace

The Class E category contains airspace formerly designated as control zones for non-towered airports and transition surfaces. The Class E airspace for a non-towered airport extends from the surface upward to overlying or adjacent controlled airspace. Otherwise, Class E airspace terminates at the base of Class A airspace. When Class E airspace is designated as a surface area, it is configured to contain all instrument approaches. When designated as an extension of Class B, Class C, or Class D airspace, the extension allows standard instrument approach procedures without communications requirements for VFR operations.

Class G Airspace

Airspace not designated as Class A, B, C, D, or E is considered uncontrolled, or Class G, airspace. Air traffic control does not have the authority or responsibility to exercise control over air traffic within this airspace. Class G airspace lies between the surface and 700 feet above the surface underneath much of the Class E transition surfaces in the study area. Also, the Oxnard and Camarillo Class D airspace reverts to Class G airspace when the ATCT is not operational.

Special Use Airspace

Immediately adjacent to and south of NAWS Point Mugu lies an area of restricted airspace (R-2519). This area is operated continuously and has an unlimited floor and ceiling. The airspace is restricted due to ground-to-air missile firings from NAWS Point Mugu out over the Pacific Ocean.

Approximately 10 nautical miles due south of Oxnard Airport is Warning Area 289. In general, restricted and warning areas indicate the existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery, or guided missiles. Warning areas are established beyond the three-mile limit along U.S. coastlines. Though the activities conducted within warning areas may be as hazardous as those in restricted areas, warning areas cannot be legally designated as restricted areas because they are over international waters. Penetrations of warning areas during periods of activity may be hazardous to aircraft not participating in national defense operations. Los Angeles ARTCC is the controlling facility for the warning area. The warning area extends from NAWS Point Mugu out into the Pacific Ocean in a triangular shape. The warning area is used for weapons training by Navy and Marine high performance aircraft.

Approximately 20 nautical miles north of Oxnard, an eight-mile wide corridor, which runs in an east-west direction, is designated as special military use airspace. Flights in this area are not restricted, however, pilots must be aware of the potential airspace conflict

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LEGEND

- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- VOR
- VORTAC
- VOR-DME
- Compass Rose
- Wilderness Areas
- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace
- Class E Airspace with Floor 700 ft. or greater above surface
- Restricted Areas
- Special Airport Traffic Areas
- Victor Airways
- Military Training Routes

Source: Los Angeles Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration December 27, 2001

OXNARD AIRPORT

Exhibit 1E
AREA AIRSPACE

in the area. The sectional chart lists the floors and ceilings of the operations, and instructs navigators to contact Hawthorne Flight Service Station (FSS) to receive activity status of military operations in the area.

Airspace Conflicts

There are a number of airspace conflicts in the Oxnard Airport area including obstructions, terrain, and congested airspace.

The location of Oxnard Airport in proximity to NAWS Point Mugu and Camarillo Airport limits the available area near the airport for unrestricted VFR flying. For safety purposes, air traffic controllers at Oxnard must call RATCF and wait for approval, prior to releasing aircraft on instrument departures from Oxnard Airport. After permitting an instrument departure from Oxnard Airport, RATCF will not permit another departure until positive radar contact is established with the first aircraft.

NAVIGATIONAL AIDS

Navigational aids are electronic devices that transmit radio frequencies which pilots of properly equipped aircraft translate into point-to-point guidance and position information. The types of electronic navigational aids available for aircraft flying to or from Oxnard Airport include the very high frequency omnidirectional range facility (VOR), non-directional beacon (NDB), and the global positioning system (GPS).

The VOR, in general, provides azimuth readings to pilots of properly equipped aircraft by transmitting a radio signal at every degree to provide 360 individual navigational courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility (VOR/DME) to provide distance as well as direction information to the pilot. The Camarillo VOR and the Ventura VOR are used by pilots flying to or from Oxnard Airport.

The NDB transmits nondirectional radio signals whereby pilots of properly equipped aircraft can determine the bearing to or from the NDB facility and "home on" or track to or from the station. Pilots flying to or from Oxnard Airport can use the Pacoima NDB.

GPS is an additional navigational aid for pilots enroute to the airport. This system was initially developed by the United States Department of Defense for military navigation around the world and is currently being utilized more and more in civilian aircraft. GPS uses satellites placed in orbit around the earth to transmit electronic signals, which properly equipped aircraft use to determine altitude, speed, and navigational information. With GPS, pilots can directly navigate to any airport in the country and are not required to navigate using a specific navigational facility. The FAA is proceeding with a program to gradually replace all traditional enroute navigational aids with GPS over the next 20 years.

LOCAL OPERATING PROCEDURES

Oxnard Airport is situated at 43 feet MSL. The traffic pattern altitude for all aircraft at the airport is 1,000 feet above the airfield elevation (1,043 feet MSL). Both runways utilize a left-hand traffic pattern. In this manner, aircraft approach the desired runway end following a series of left-hand turns.

Instrument Approach Procedures

Instrument approach procedures are a series of predetermined maneuvers, established by the FAA, which utilize electronic navigational aids such as those discussed in the previous section. The use of approach procedures assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions.

The capability of an instrument approach is defined by the visibility and cloud ceiling minimums associated with the approach. Visibility minimums define the horizontal distance that the pilot must be able to see to complete the approach. Cloud ceilings define the lowest level a cloud layer (defined in feet above the ground) can be situated for a pilot to complete the approach. If the observed visibility or cloud ceilings is below the minimums prescribed for the approach, the pilot cannot complete the instrument approach.

- PRECISION INSTRUMENT APPROACHES

Most precision approaches in use in the United States today are instrument landing systems (ILS). An ILS provides an approach path for the exact alignment and descent of an aircraft on final approach to a runway. The system provides three functions: guidance, provided vertically by a glide slope antenna and horizontally by a localizer; range, furnished by marker beacons or distance measuring equipment; and visual alignment, supplied by the approach light systems and runway edge lights.

Oxnard Airport has one published precision approach to Runway 25. Runway 25 is equipped with an ILS consisting of a localizer, glide slope, and a MALSR in addition to middle and outer marker beacons. The precision ILS approach to Runway 25 at Oxnard Airport uses a standard 3.0 degree glide slope.

Typically, a precision ILS approach aided by a localizer, glideslope, and MALSR will provide Category I minimums (one-half mile visibility and 200-foot cloud ceilings). However, for Oxnard Airport, obstructions located in the approach require weather minimums for the ILS Runway 25 approach to be at or above one mile visibility and 300-foot cloud ceilings.

- NON-PRECISION APPROACHES

Utilizing the Camarillo VOR/DME or the global positioning system (GPS), two non-precision approaches are available at Oxnard. The VOR or GPS Runway 25 approach can be flown when cloud ceilings are 500 feet above ground level (AGL) or greater and visibility is one mile for aircraft with approach speeds of up to 121 knots, 1-1/4 miles for aircraft with approach speeds less than 141 knots, and 1-1/2 miles for aircraft with approach speeds less than 166 knots. The VOR or GPS Runway 25 approach also provides for a circling approach. The circling approach also requires a cloud ceiling of 500 feet AGL for aircraft with approach speeds less than 141 knots. Visibility requirements are the same for aircraft with approach speeds less than 121 knots, but increase to 1-1/2 miles for aircraft with approach speeds less than 141 knots. For aircraft with approach speeds greater than 141 knots but less than 166 knots, the circling approach minimums increase to 700 feet AGL cloud ceilings and 2-1/4 miles visibility.

The GPS approach to Runway 7 is the second published non-precision approach at Oxnard Airport. GPS signals ensure adequate terrain and obstruction clearances during final approach to the runway. The GPS approach to Runway 7 can be flown when cloud ceilings are 500 feet AGL or greater and visibility is one mile for aircraft with approach speeds of less than 121 knots, 1-1/4 miles for aircraft with approach speeds greater than 121 but less than 141 knots, and 1-1/2 miles for aircraft with approach speeds greater than 141 knots but less than 166 knots. The GPS Runway 7 approach also allows a circling approach. The minimums for the circling approach are the same as the circling VOR or GPS approach to Runway 25.

Standard Instrument Departures

Currently, two Standard Instrument Departure (SID) procedures are published for Oxnard Airport -- the Skiff Four and the Camarillo Three SID. Each of these SIDs have two procedures: take-off and transition routing. The take-off procedures are designed to get the aircraft off the ground to a specified point. Once aircraft reach the designated point, they continue to their destination via transition routes or routes assigned by air traffic control. Transition routes are paths delineated by VOR/DME radials.

Aircraft departing Runway 7 utilizing the Skiff Four SID are directed to turn left after take-off and intercept the Camarillo VOR/DME radial 249. Aircraft are to continue climbing westbound to the Skiff intersection then via a transition or assigned route. Aircraft departing Runway 25 climb via the Camarillo VOR/DME radial 249 to the Skiff intersection. Once at the Skiff intersection, aircraft continue via a transition route or other route assigned by air traffic control.

Aircraft departing Runway 7 utilizing the Camarillo Four departure climb to the Camarillo VOR/DME via an assigned or transition route. Aircraft utilizing the Camarillo Three SID

departing Runway 25 turn right after take-off and intercept the Camarillo VOR/DME radial 249 via an assigned or transition route.

Although the airport is supported by the aforementioned SIDs, discussions with Oxnard ATCT staff indicate that they are not often used. For noise abatement purposes, radar vectors are given to aircraft in order to avoid noise-sensitive areas. ATCT staff indicate that aircraft departing Runway 25 are assigned a heading of 270 degrees between 7:00 a.m. and 8:00 a.m. and 255 degrees between 8:00 a.m. and 9:00 p.m.

Customary ATC And Flight Procedures

Flights to and from Oxnard Airport are conducted using both Instrument Flight Rules (IFR) and Visual Flight Rules (VFR). Instrument Flight Rules are those that govern the procedures for conducting instrument flight. Visual Flight Rules govern the procedures for conducting flight under visual conditions (good weather). Most air carrier, military, and general aviation jet operations are conducted under IFR regardless of the weather conditions.

Visual Flight Rule Procedures: Under VFR conditions, the pilot is responsible for collision avoidance and will typically contact the tower when approximately 10 miles from the airport for sequencing into the traffic pattern.

Generally, VFR general aviation traffic stays clear of the more congested airspace and follows recommended VFR flyways in the area. There are no VFR fly routes located in the vicinity of Oxnard Airport; however, many VFR fly routes are located to the southeast in the greater Los Angeles area.

Instrument Flight Rule Procedures: The Point Mugu RATCF handles all IFR traffic to and from Oxnard Airport. IFR arrival traffic is transferred to the RATCF by the ARTCC as traffic enters RATCF airspace. Traffic approaching from the southeast is typically vectored to the Camarillo or Ventura VOR/DME and then to the airport via the precision approach procedure. Aircraft approaching from the north/northwest are typically provided vectors to intercept the ILS signal. IFR departures require clearance from the Point Mugu RATCF before takeoff unless RATCF is closed. When the RATCF is closed, aircraft receive IFR clearance once airborne from the Los Angeles ARTCC.

Local ATC Procedures: At present there is no formal runway use program at Oxnard Airport that dictates the use of one runway over another. Arrivals and departures, however, are almost exclusively on Runway 25 due to the prevailing westerly winds. Arrivals and departures occur occasionally on Runway 7. Operations on this runway usually occur in Santa Ana wind conditions (strong winds from the north and east) or if requested by the pilot.

Noise Abatement Procedures

At Oxnard Airport, the airport traffic control tower, the Ventura County Department of Airports, and the airport users have developed noise abatement

procedures for VFR operations. Instructions are outlined regarding departures, arrivals, and pattern procedures at the airport which are aimed at minimizing noise exposure over noise-sensitive areas without compromising safety. Pilots are requested to follow the published procedures unless it is considered unsafe, weather conditions do not allow, or they are otherwise instructed to deviate by the airport traffic control tower. A voluntary curfew is in effect for all operations between the hours of 11:00 p.m. and 6:00 a.m.

COMMUNITY PROFILE

The purpose of this section is to summarize various studies and data to provide an understanding of the characteristics of the local area. Within this section is a description of ground access systems near the airport, a description of land use around the airport now and planned for the future, local climate data, and a historical summary of the local economy and demographics.

REGIONAL SETTING, ACCESS AND TRANSPORTATION

The City of Oxnard is situated along the coastal edge of the 200-square mile Oxnard Plain. Immediately adjacent to the City of Oxnard is the City of Port Hueneme. The Oxnard Harbor District operates the largest deep sea port between San Francisco and Los Angeles.

Oxnard Airport lies one and one-half miles east of the Pacific Ocean. **Exhibit 1E** depicts the location of Oxnard Airport in its regional setting. The airport is bordered on three sides by major arterial roadways: Ventura Road and Victoria Avenue run north-south along the eastern and western edges of airport property, and Fifth Avenue runs east-west along the southern edge of airport property between Ventura Road and Victoria Avenue. The airport is afforded regional access by the Ventura Freeway (U.S. Highway 101) located four miles north of the airport and the Pacific Coast Highway (State Highway 1) located approximately one mile east of the airport.

Regional Airports

Oxnard Airport is the only airport served by commercial (commuter) airlines in the immediate vicinity. The Los Angeles Basin, however, is served by a number of commercial service airports. They include Los Angeles International, Burbank-Glendale-Pasadena, Long Beach, Ontario International, and John Wayne-Orange County, all of which are served by major airlines. Approximately 40 nautical miles to the northwest, Santa Barbara Airport is the only other commercial service airport within relatively close proximity of Oxnard Airport.

Two other public use general aviation airports and one military airport are located in or near the Oxnard Airport study area. Camarillo Airport is a

public use general aviation airport approximately five miles east of Oxnard Airport. Owned and operated by Ventura County, this airport is served by a single runway and has more than 500 based aircraft and over 180,000 operations annually. Santa Paula Airport is a privately-owned, public use airport. Located approximately nine nautical miles northeast of Oxnard, Santa Paula Airport has one runway and more than 250 based aircraft.

NAWS Point Mugu is a Navy/Marine Airbase located approximately eight miles southeast of Oxnard Airport. The airbase serves military aircraft ranging from the large C-130 transport to the high performance F-18A fighter/attack jet aircraft. Due to the orientation of the airbase's two runways, Point Mugu's flight pattern does not conflict with Oxnard Airport's airspace.

Although only three other airports are within the vicinity of Oxnard Airport, it is important to note the large number of airports in the greater Los Angeles area. In addition to the commercial service airports, 20 public use general aviation airports, seven private airports, and four military airports are in the greater Los Angeles area.

AREA LAND USE AND CONTROL

Land uses immediately surrounding Oxnard Airport are varied and include a mix of agriculture, open space, residential, commercial and industrial development. The airport itself and development to the east and south are under the jurisdiction of the City of Oxnard. Undeveloped agricultural land to the north and west are unincorporated and are therefore under the jurisdiction of Ventura County.

The nearest school to the airport is located approximately two blocks east of the airport. The nearest church is also located two blocks east of the airport.

Land Use Plans

Land use surrounding the airport is under the jurisdiction of both the City of Oxnard and Ventura County. To guide development in the area, both of these entities have prepared and adopted general plans as required by California State Law.

The Public Utilities Code of the State of California, Sections 21670 et. seq., requires the County Board of Supervisors to establish an Airport Land Use Commission (ALUC) in each county with an airport operated for the benefit of the general public. The Code also sets forth the range of responsibilities, duties, and powers of the Commission.

Instead of creating a new body to serve as the ALUC, state law allows the county board of supervisors to authorize an appropriately designated body to fulfill ALUC responsibilities. (See Section 21670.1.) In Ventura County, the Board of Supervisors has designated the Ventura County Transportation Commission to act as the ALUC for the County.

Section 21675 requires the Airport Land Use Commission to formulate a comprehensive land use plan for the

area surrounding each public use airport.

As part of these general plans, various future land use maps were prepared. Review of these future land use maps indicate that future land uses within the vicinity are planned to be compatible with airport operations. Commercial and industrial land uses are planned for the area immediately surrounding the airport.

CLIMATE

Weather conditions are important to the planning and development of an airport. Temperature is an important factor in determining runway length requirements, while wind direction and speed are used to determine optimum runway orientation. The need for navigational aids and lighting is determined by the percentage of time that visibility is impaired due to cloud coverage or other conditions.

The Oxnard region experiences steady temperatures throughout the year. The average high temperature only varies nine degrees, as December, January, February, and March are the coolest months with an average high of 66 degrees Farenheit (F), and August and September are the warmest months with an average high of 75 degrees F. The average precipitation in Oxnard is 14.3 inches per year. Average temperature and precipitation totals by month are summarized in **Table 1D**.

TABLE 1D
Weather Summary
Oxnard, California

Month	Daily Minimum (degrees F)	Daily Maximum (degrees F)	Average Total Precipitation (inches)
January	44	66	3.0
February	45	66	3.1
March	46	66	2.4
April	48	68	0.9
May	51	69	0.1
June	55	71	0.0
July	57	74	0.0
August	59	75	0.1
September	57	75	0.4
October	53	74	0.3
November	48	70	2.0
December	44	66	2.0
Yearly Average	**34.9**	**65.3**	**14.3**

Source: National Weather Service, Los Angeles/Oxnard Weather Forecast Office.

SOCIOECONOMIC CHARACTERISTICS

A variety of historical and forecast socioeconomic data, related to the regional area, has been collected for use in various elements of this master plan. This information provides essential background for use in determining aviation service level requirements. Aviation forecasts are often related to the population base, economic strength of a region, and the ability of a region to sustain a strong economic base over an extended period of time.

POPULATION

Historical population data for the City of Oxnard, Ventura County, and the State of California are presented in **Table 1E**. As shown in the table, the population of Oxnard, with an average annual growth rate of 2.30 percent, has grown at a faster pace than both Ventura County and the State of California, which have similar growth rates of 1.81 and 1.78 percent, respectively. According to the **City of Oxnard 2020 General Plan**, these population trends are not expected to continue as the city is expected to grow at a slower pace through the year 2020 than it has historically.

TABLE 1E
Historical Population

	1980	1990	2000	Average Annual Growth Rate
City of Oxnard	108,195	142,216	170,358	2.30%
Ventura County	525,818	669,016	753,197	1.81%
State of California	23,796,800	29,760,021	33,871,648	1.78%

Source: U.S. Census

EMPLOYMENT

Analysis of a community's employment base can be valuable in determining the overall well-being of that community. In most cases, the community's make-up and health is significantly determined by the availability of jobs, the variety of employment opportunities, and the types of wages provided by local employers. A breakdown of historical and current employment data for Ventura County is presented in **Table 1F**.

TABLE 1F
Employment by Sector
Ventura County

Industry	1997	1998	1999	2000	2001	% Change
Farming	17,300	17,700	17.500	19,300	22,300	6.55
Mining	1,500	1,300	1,000	900	900	-11.99
Construction	11,100	12,700	14,500	15,100	15,500	8.71
Manufacturing	32,800	36,000	38,600	41,000	41,100	5.80
Transportation and Utilities	9,700	10,600	11,500	11,100	11,000	3.19
Trade	59,200	59,700	62,100	65,000	66,400	2.91
Finance, Insurance & Real Estate	12,600	13,600	14,900	16,300	18,100	9.48
Services	72,400	75,500	77,100	81,300	81,800	3.10
Government	43,300	43,100	43,900	44,300	45,300	1.14

Source: California Economic Development Department

As indicated in the table, the services industry is the largest employer in the county followed by the trade industry. The greatest increases in activity during the five-year period were experienced in the construction and financial sectors. The only decrease experienced during the time period was in the mining industry. Overall, the county has experienced strong growth in the majority of the industries.

Table 1G summarizes labor force data for Ventura County. As shown in the table, the labor force available in Ventura County increased by 45,000 persons from 1990 to 2000. During that same time period, the unemployment rate increased by 1.80 percent from 1990 to 1995 but then decreased 3.0 percent in 2000 to a level below that reported in 1990.

TABLE 1G
Labor Force Data and Economic Indicators
Ventura County

	1990	1995	2000
Labor Force Data			
Civilian Labor Force	368,000	382,100	413,000
Unemployment	21,100	28,500	18,700
Unemployment Rate	5.7%	7.5%	4.5%

Source: California Economic Development Department

SUMMARY

The information discussed in this chapter provides a foundation upon which the remaining elements of the planning process will be constructed. This information will provide guidance, along with additional analysis and data collection, for the development of forecasts of aviation demand and facility requirements.

OXNARD AIRPORT

Chapter Two
FORECASTS

CHAPTER TWO

FORECASTS

OXNARD AIRPORT

An important initial factor in facility planning is a definition of demand that may reasonably be expected to occur during the useful life of its key components. In airport master planning, this involves projecting potential aviation activity over at least a twenty-year time frame. For general aviation/commuter service airports such as Oxnard Airport (OXR), forecasts of passengers, based aircraft, and operations (takeoffs and landings) serve as the basis for facility planning.

FAA Advisory Circular 150/5070-6A outlines six standard steps involved in the forecast process, including:

1) Obtain existing FAA and other related forecasts for the area served by the airport.

2) Determine if there have been significant local conditions or changes in the forecast factors.

3) Make and document any adjustments to the aviation activity forecasts.

4) Where applicable, consider the effects of changes in uncertain factors affecting demand for airport services.

5) Evaluate the potential for peak loads within the overall forecasts of aviation activity.

6) Monitor actual activity levels over time to determine if adjustments are necessary in the forecasts.

Aviation activity can be affected by many influences on the local, regional, and national levels, making it virtually impossible to predict year-to-year fluctuations of activity over twenty years with any certainty into the future. Therefore, it is important to remember

that forecasts are to serve only as guidelines and planning must remain flexible enough to respond to a range of unforseen developments.

The following forecast analysis examines recent developments, historical information, and current aviation trends to provide an updated set of aviation demand projections for Oxnard Airport. The intent is to permit the County of Ventura and its Department of Airports to make planning adjustments necessary to ensure that the facility meets projected demands in an efficient and cost-effective manner.

One of the longest and strongest growth periods in aviation history came to an abrupt halt on September 11, 2001 (9-11). Immediately following the terrorist attacks, the national airspace system was closed and all commercial flights were grounded. Following the resumption of flights, commercial airline traffic declined, which led to schedule reductions and layoffs by many of the commercial airlines. The federal government provided billions of dollars in financial assistance to the commercial airlines, along with loan guarantees. The cumulative impacts of September 11 may only be determined over time.

Prior to updating the airport's forecasts, the following section further discusses the trends in aviation at the national level.

NATIONAL AVIATION TRENDS

Each year, the Federal Aviation Administration (FAA) publishes its national aviation forecast. Included in this publication are forecasts for air carriers, regional/commuters, general aviation, and FAA workload measures. The forecasts are prepared to meet budget and planning needs of the constituent units of the FAA and to provide information that can be used by state and local authorities, the aviation industry, and by the general public. The current edition when this chapter was prepared was FAA **Aerospace Forecasts-Fiscal Years 2003-2014**, published in March 2003. The forecasts use the economic performance of the United States as an indicator of future aviation industry growth. Similar economic analyses are applied to the outlook for aviation growth in international markets.

In 2002, the overall demand for aviation services declined for the first time in more than seven years. A modest recovery is expected in 2003 as aviation user groups redefine themselves, in the post 9-11 environment. More stable levels of growth are not anticipated until 2005.

U.S. air carriers reduced capacity approximately 20 percent immediately after 9-11. Extensive route restructuring by the major carriers was expected to reduce domestic capacity another 0.8 percent in 2003. Passenger enplanements, however, are forecast to increase by 2.0 percent in 2003, 4.7

percent in 2004, then average 3.5 percent annually through 2014.

Air cargo traffic declined 5.9 percent in domestic markets in 2002, but the all-cargo carriers were down just 2.8 percent. Domestic cargo is forecast to grow at 3.9 percent annually through 2014. General aviation is expected to achieve low-to-moderate increases in the active fleet and hours flown, with most of the growth occurring in business/corporate flying. Combined aviation activity at FAA and contract airport traffic control facilities is expected to increase at significantly higher rates than those predicted for general aviation.

The forecasts prepared by the FAA assume that aviation demand will follow a similar path to recovery, as with previous terrorist or war-related incidents. In each instance, traffic and revenue growth resumed within a year. However, the events of September 11 had a much more significant effect on the aviation industry and, therefore, must be taken into consideration in the following forecasts.

REGIONAL/COMMUTER AIRLINES

The regional/commuter airline industry, defined as air carriers providing regularly scheduled passenger service and fleets composed primarily of aircraft having 60 seats or less, continues to be the strongest growth sector of the commercial air carrier industry. Dramatic growth in agreements with the major carriers, followed by a wave of air carrier acquisitions and purchases of equity interests, has resulted in the transfer of large numbers of short-haul jet routes to their regional partners, fueling the industry's growth.

Despite the events of September 11, many regionals/commuters were able to maintain their previous flight schedules. In fact, many have even increased their flight schedules in response to the transfer of additional routes from their larger code-sharing partners. Regional/ commuter capacity and traffic continued to grow in 2002, enplaning 90.7 million passengers in the fiscal year. This is an increase of 8.5 percent more than 2001. The regionals/commuters achieved an all-time high load factor of 61.3 percent in 2002, an increase of 2.6 percent over the previous year.

Industry growth is expected to continue to outpace that of the larger commercial air carriers. The introduction of new state-of-the-art aircraft, especially high-speed turboprops and regional jets with ranges of well over 1,000 miles, is expected to open up new opportunities for growth in non-traditional markets. The regional airline industry will also continue to benefit from integration with the larger air carriers. The further need for larger commercial air carriers to reduce costs and fleet size will insure that these carriers continue to transfer smaller, marginally profitable routes to the regional air carriers.

Likewise, the increased use of regional jets is expected to lead to another round of route rationalization by the larger commercial carriers, particularly on

low-density routes in the 500-mile range. Regional jet aircraft can serve these markets with the speed and comfort of a large jet, while at the same time providing greater service frequency that is not economically feasible with larger jets. This is expected to contribute to strong growth during the early portion of the planning period, although this phenomenon is expected to diminish during the mid-to-latter portion of the planning period.

Passenger enplanements are expected to increase at an average annual rate of 5.6 percent during the FAA's 12-year forecast period, from 90.7 million in 2002 to 174.1 million in 2014. In 2014, regionals/commuters are expected to transport 17.5 percent of all passengers in scheduled domestic air service. This is an increase of 3.0 percent from 2002. This greater use of regional jets results in the average seating capacity of the regional fleet increasing from 42.8 seats in 2002 to 50.4 seats in 2014. **Exhibit 2A** depicts passenger enplanements and fleet mix forecasts for the U.S. regional/commuter market.

GENERAL AVIATION

Following more than a decade of decline, the general aviation industry was revitalized with the passage of the *General Aviation Revitalization Act* in 1994, which limits the liability on general aviation aircraft to 18 years from the date of manufacture. This legislation sparked an interest to renew the manufacturing of general aviation aircraft, due to the reduction in product liability, as well as renewed optimism for the industry. The high cost of product liability insurance was a major factor in the decision by many American aircraft manufacturers to slow or discontinue the production of general aviation aircraft.

However, this continued growth in the general aviation industry slowed considerably in 2001, negatively impacted by the events of September 11. Thousands of general aviation aircraft were grounded for weeks, due to "no-fly zone" restrictions imposed on operations of aircraft in security-sensitive areas. Some U.S. airports in and around Washington, D.C. and New York City remain closed to visual flight rules (VFR) traffic. This, in addition to the economic recession which began in March 2001, has had a profoundly negative impact on the general aviation industry.

According to a report released by the General Aviation Manufacturers Association (GAMA), aircraft shipments in 2002 were down 16.9 percent for the three quarters of fiscal year 2002. The Aerospace Industries Association of America (AIAA) expected general aviation shipments in 2002 to decline 17.7 percent, to 2,153 aircraft. The number of general aviation hours flown declined by 5.9 percent in 2002 and is projected to increase by only 1.1 percent in 2003 and 1.4 percent in 2004.

The events of September 11 have not had as negative an impact on the business/corporate side of general aviation. The increased security measures placed on commercial flights has increased interest in fractional and

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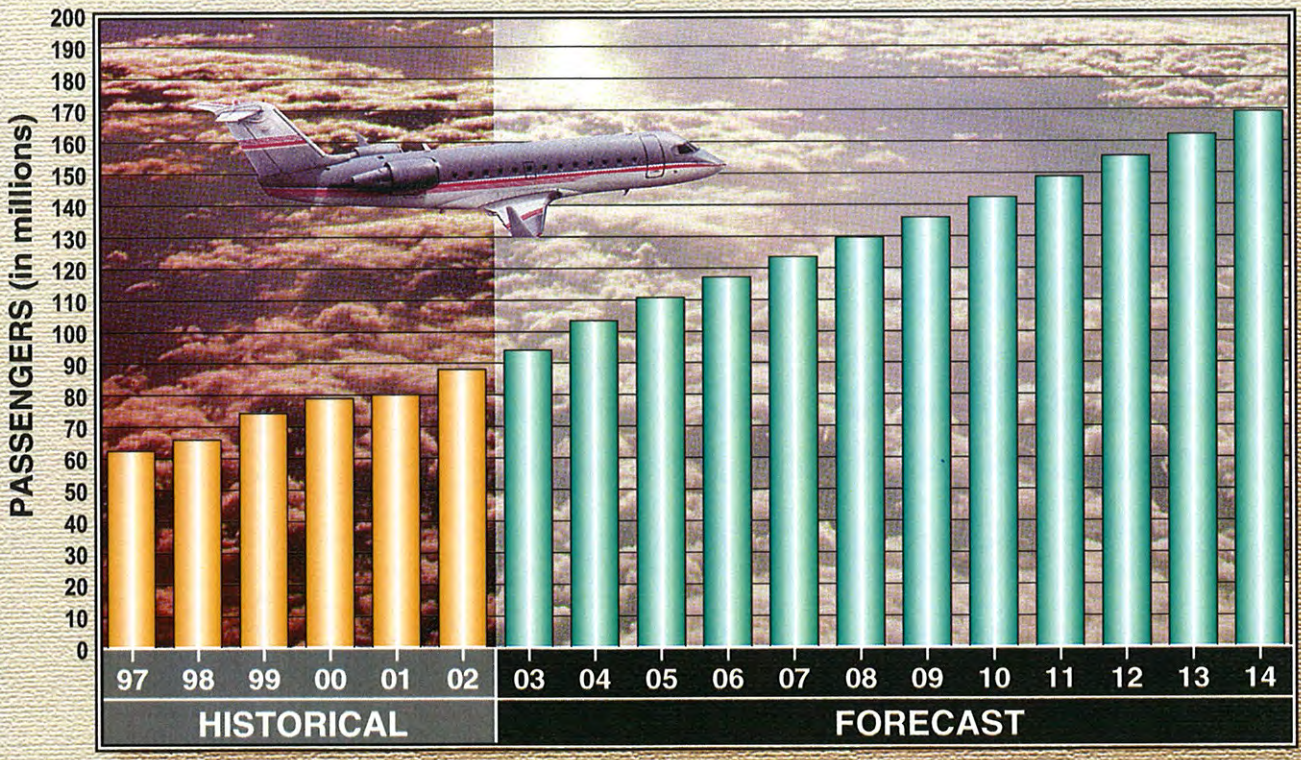
U.S. REGIONAL/COMMUTER SCHEDULED PASSENGER ENPLANEMENTS



Source: FAA Aerospace Forecasts, FY 2003-2014

PERCENT BY AIRCRAFT SEAT SIZE

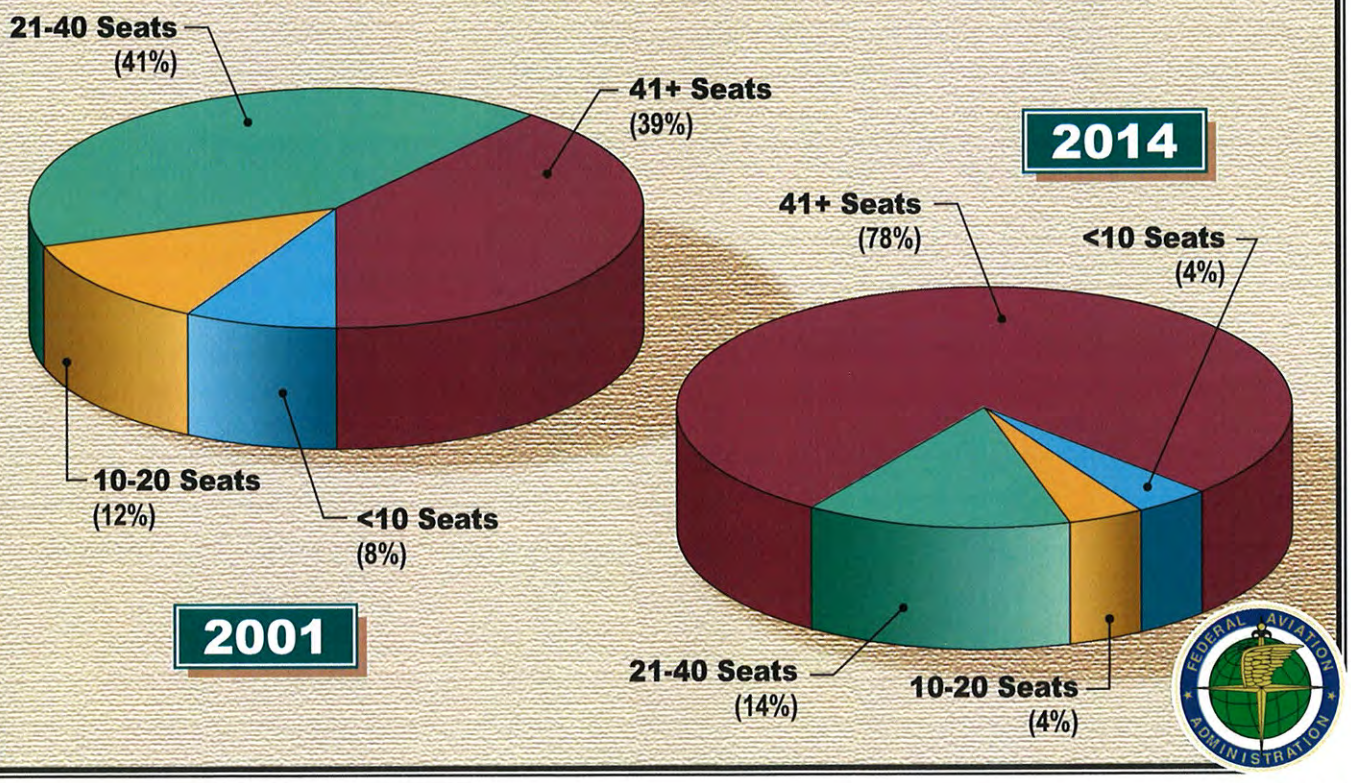


Exhibit 2A
U.S. REGIONAL/COMMUTER FORECASTS

corporate aircraft ownership, as well as on-demand charter flights. This is reflected in the forecast of active general aviation pilots (excluding air transport pilots), which are projected to increase by 81,000 (1.2 percent annually) over the forecast period.

According to the FAA, general aviation operations and general aviation aircraft handled at enroute traffic control centers increased for the ninth consecutive year. The forecast for general aviation aircraft assumes that business use of general aviation will expand much more rapidly than personal/sport use, due largely to the expected growth in fractional ownership.

In 2002, there were an estimated 211,040 active general aviation aircraft, representing a decrease of 0.2 percent from the previous year and the third straight decline in five years of increases. **Exhibit 2B** depicts the FAA forecast for active general aviation aircraft in the United States. The FAA forecasts general aviation aircraft to increase at an average annual rate of 0.7 percent over the 12-year forecast period. Piston-powered aircraft are expected to grow at an average annual rate of 0.2 percent. This is due, in part, to declining numbers of multi-engine piston aircraft, while single engine and rotorcraft increase at rates of 0.3 and 1.1 percent, respectively.

Turbine-powered aircraft (turboprop and jet) are expected to grow at an average annual rate of 2.3 percent over the forecast period. The jet portion of this fleet is expected to grow at an annual average growth rate of 3.6 percent. This growth rate for jet aircraft can be attributed to growth in the fractional ownership industry, new product offerings (which include new entry level aircraft and long-range global jets), and a shift away from commercial travel by many travelers and corporations.

Manufacturer and industry programs and initiatives continue to revitalize the general aviation industry with a variety of programs. For example, Piper Aircraft Company has created Piper Financial Services (PFS) to offer competitive interest rates and/or leasing of Piper aircraft. Manufacturer and industry programs include the "No Plane, No Gain" program promoted jointly by the General Aviation Manufacturers Association (GAMA) and the National Business Aircraft Association (NBAA). This program was designed to promote the use of general aviation aircraft as an essential, cost-effective tool for businesses. Other programs are intended to promote growth in new pilot starts and to introduce people to general aviation. These include "Project Pilot" sponsored by the Aircraft Owners and Pilots Association (AOPA), "Flying Start" and "Young Eagles" sponsored by the Experimental Aircraft Association (EAA), "Be a Pilot" jointly sponsored and supported by more than 100 industry organizations, and "Av Kids" sponsored by the NBAA. Over the years, programs such as these have played an important role in the success of general aviation and will continue to be vital to its growth in the future.

SOCIOECONOMIC TRENDS

Local and regional forecasts developed for key socioeconomic variables provide an indicator for identifying changes in demand for aviation activities at an airport. Three variables typically useful in evaluating potential for increased demand are population, employment, and per capita personal income (PCPI).

Table 2A presents historic and forecast demographics for Ventura County. These forecasts were obtained from **The Complete Economic and Demographic Data Source (CEDDS 2001)**, by Woods and Poole Economics, Inc., January 2002. This source forecasts population in Ventura County to grow at an average annual rate of 1.2 percent through 2025. Total employment is projected to grow by an average annual rate of 1.4 percent. Inflation-adjusted PCPI is projected to grow at 1.1 percent annually.

The Southern California Association of Governments (SCAG) prepared a Socioeconomic Forecast in 2001 for the six-county metropolitan region including Ventura County. The regional forecasts were adopted by the SCAG Regional Council in April 2001, and the Ventura County forecasts were adopted by the Ventura Council of Governments in May 2001. These are depicted on **Table 2B**.

The six-county region includes Ventura, Imperial, Los Angeles, Orange, Riverside, and San Bernardino counties. Overall, population is projected to grow 1.4 percent annually in the region. While Ventura County's population grew an average of 1.25 percent annually over the decade of the 1990s, the SCAG forecast calls for a 1.1 percent average increase through 2025. This is slightly lower than the 1.2 percent average population growth projected by Woods and Poole. While Woods and Poole anticipates that Ventura County will top one million residents by 2025, SCAG forecasts 951,000.

Table 2B also includes the SCAG forecast for the City of Oxnard. The projections for the city actually anticipate that the population will grow from the 2000 census count of 173,316 to 227,460 residents by 2025.

While using a different benchmark for employment, SCAG projected Ventura County employment to increase at an average annual rate of 1.3 percent through 2025. Like population, this growth is slightly lower than that projected by Woods and Poole.

According to SCAG, a key change anticipated to occur in future employment is a decline in agricultural employment from ten percent to just three percent by 2025. Similarly, manufacturing employment is projected to decline while the services sector increases.

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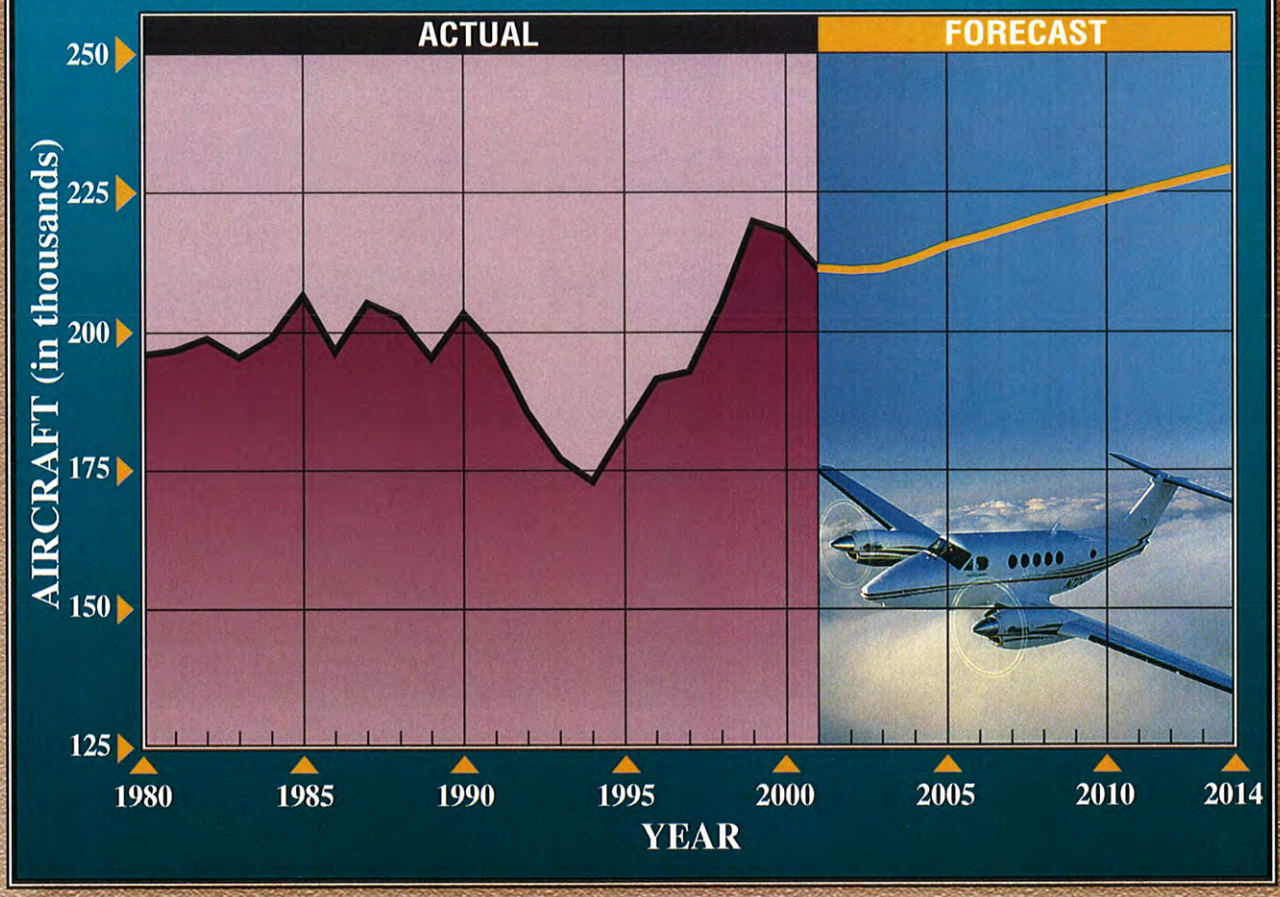
U.S. ACTIVE GENERAL AVIATION AIRCRAFT



U.S. ACTIVE GENERAL AVIATION AIRCRAFT (in thousands)

Year	FIXED WING				ROTORCRAFT		Experimental	Sport	Other	Total
	PISTON		TURBINE							
	Single Engine	Multi-Engine	Turbo-prop	Turbojet	Piston	Turbine				
2001 (Actual)	145.0	18.3	6.6	7.8	2.3	4.5	20.4	NA	6.5	211.4
2004	144.9	18.2	6.8	8.4	2.5	4.4	20.4	1.0	6.5	213.1
2009	147.6	18.0	7.4	10.3	2.6	4.5	21.0	4.1	6.6	222.2
2014	149.6	17.8	8.0	12.3	2.8	4.6	21.4	6.2	6.7	229.5

Sources: FAA General Aviation and Air Taxi Activity (and Avionics) Surveys.
FAA Aerospace Forecasts, Fiscal Years 2003-2014.

Notes: An active aircraft is one that has a current registration and was flown at least one hour during the calendar year.

Exhibit 2B
U.S. ACTIVE GENERAL AVIATION
AIRCRAFT FORECASTS

TABLE 2A
Socioeconomic Statistics
Ventura County

Year	County Population	Employment	PCPI (1996$)
1980	532,890	219,778	$21,388
1981	546,389	225,242	$21,644
1982	562,142	230,219	$21,353
1983	575,586	236,821	$21,807
1984	588,790	249,289	$22,810
1985	602,819	261,866	$23,537
1986	615,422	272,055	$24,849
1987	632,062	287,856	$25,430
1988	650,851	306,656	$25,835
1989	664,692	319,790	$25,707
1990	670,164	332,120	$26,291
1991	675,558	330,242	$25,644
1992	684,118	332,643	$25,318
1993	690,195	337,770	$25,185
1994	698,921	348,310	$24,908
1995	704,080	355,310	$26,099
1996	711,000	361,750	$26,054
1997	722,470	360,580	$26,733
1998	732,820	379,040	$27,272
1999	746,220	390,770	$28,259
2000	753,197	400,290	$28,728
2001	770,630	408,750	$29,203
FORECAST			
2005	805,520	438,700	$30,813
2010	855,590	471,650	$32,644
2015	907,710	503,990	$34,351
2020	961,360	535,390	$35,980
2025	1,016,980	565,940	$37,525

Notes: Historic information from U.S. Department of Commerce. Forecasts from CEDDS 2002, Woods & Poole, January 2002.

TABLE 2B
Population Forecasts
Southern California Association of Governments (SCAG)

	Actual 2000	2010	2015	2020	2025
SCAG Region	16,516,006	19,061,000	20,062,000	21,305,000	22,621,000
Ventura County	753,197	836,000	875,000	915,000	951,000
City of Oxnard	173,316	197,532	208,005	218,194	227,460

COMMUTER SERVICE FORECASTS

Airline activity at Oxnard Airport is exclusively comprised of commuter airline service. As of the late fall of 2002, when these forecasts were completed, service was provided by SkyWest Airlines operating as United Express. There were five daily flights to Los Angeles International Airport (LAX) utilizing 30-seat Embraer 120 turboprop aircraft.

Since airline deregulation in the late 1970s, airline passenger activity at Oxnard Airport has fluctuated widely. As can be seen in **Table 2C**, annual enplaned passengers began the 1980s decade at 36,553 before dropping to a low of just 11,604 in 1986. By the end of the decade, however, traffic had risen to a high of 46,275 enplanements in 1990. That remains the highest enplanement level in the last twenty years. During that peak year, OXR had 18 daily flights to LAX, San Francisco, and Las Vegas. Two years later, traffic had dropped by more than 50 percent to 22,767 enplanements as service had been reduced to just one airline and seven daily flights.

By the base year of the **1996 Draft Master Plan** (1994), traffic was back up to 39,989 enplanements. At that time, the airport was being served by two commuters (United Express and American Eagle), both providing service to LAX on 30-seat turboprop aircraft. In the ensuing years, traffic fluctuated but remained in the 30,000 to 40,000 enplanement range. During this period, American Eagle dropped service, but Mesa Airlines added service in November 2000 with 37-seat DeHavilland Dash 8 aircraft, and 19-seat Beech 1900s.

Exhibit 2C depicts 12-month moving totals for enplanements at Oxnard Airport since December 1998. The moving totals represent a year's worth of enplanements ending with the month shown. Moving totals provide a means by which to analyze annualized trends on a monthly basis. As indicated, the moving totals reached a peak with the 12 months ending in August 1999 totaling 39,863 enplanements. At that time, United Express was the only airline serving OXR, but it was providing eight flights per day. Shortly thereafter, United Airlines began to reduce its schedule at LAX. The 12-month total began to decline each month after that until November 2000, when Mesa Airlines began service under the code-share name America West Express.

The 12-month total began to increase until reaching a peak of 38,345 in August 2001. Mesa Airlines announced it was discontinuing service to OXR on September 6, 2001. Five days after the airline left, came the events of September 11, 2001.

During the full nine months of operation, Mesa Airlines averaged 1,073 enplanements. During that same period, SkyWest's enplanements declined to an average of 586 per month. This resulted in a net gain of

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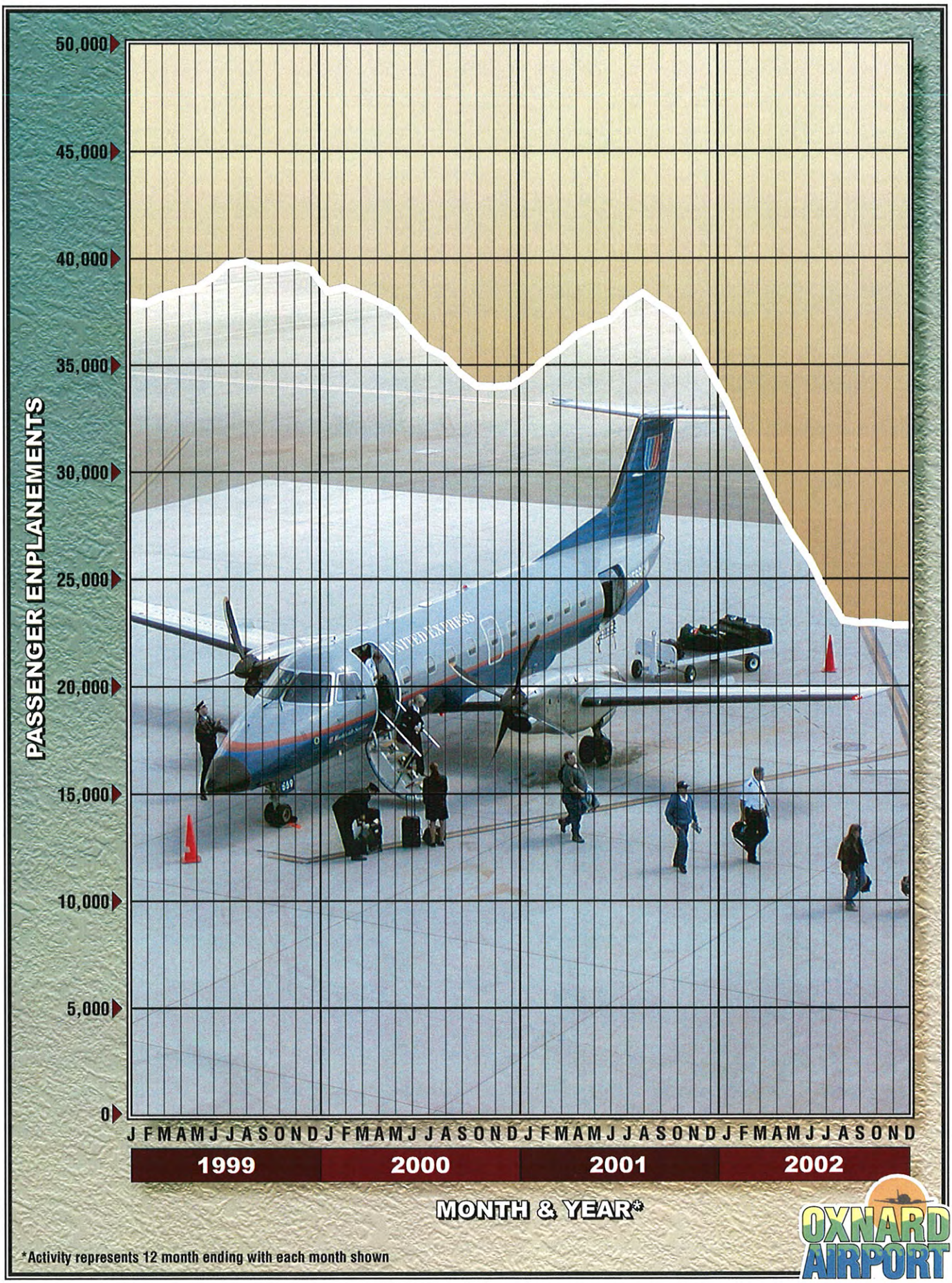

Exhibit 2C
12-MONTH MOVING TOTAL
PASSENGER ENPLANEMENTS

487 passengers per month at OXR. Statistics after 9-11, however, indicate that SkyWest traffic did not increase, but continued to decline.

TABLE 2C
Annual Enplanements
Oxnard Airport

Year	OXR Annual Enplaned[1]	U.S. Domestic Enplanements (millions)[2]	OXR % Market Share
ACTUAL			
1980	36,553	287.9	0.0127%
1981	30,020	274.7	0.0109%
1982	22,100	286.0	0.0077%
1983	21,595	308.1	0.0070%
1984	17,063	333.8	0.0051%
1985	19,097	369.9	0.0052%
1986	11,604	404.7	0.0029%
1987	12,456	441.2	0.0028%
1988	15,696	441.2	0.0036%
1989	27,545	443.6	0.0062%
1990	46,275	456.6	0.0101%
1991	39,047	445.9	0.0088%
1992	22,767	464.7	0.0049%
1993	34,857	470.4	0.0074%
1994	39,989	511.3	0.0078%
1995	37,840	531.1	0.0071%
1996	36,696	558.1	0.0066%
1997	31,152	577.8	0.0054%
1998	36,723	590.4	0.0062%
1999	39,448	610.9	0.0065%
2000	33,999	639.8	0.0053%
2001	34,696	626.7	0.0055%
2002	22,829	576.8	0.0040%
CONSTANT SHARE PROJECTION			
2005	26,304	651.1	0.0040%
2010	31,516	780.1	0.0040%
2015	38,130	943.8	0.0040%
2025	56,443	1,397.1	0.0040%
FAA-TAF 2002[3]			
2005	23,001	651.1	0.0035%
2010	24,327	780.1	0.0031%
2015	25,653	943.8	0.0027%
2020	26,980	1,148.3	0.0023%
RECAPTURE SHARE PROJECTION			
2005	30,000	651.1	0.0046%
2010	38,000	780.1	0.0049%
2015	45,000	943.8	0.0048%
2025	60,000	1,397.1	0.0043%

Sources:
1 Airport records.
2 FAA *Aerospace Forecasts, FY 2003-2014*, March 2003. Projections for 2015, 2020, and 2025 extrapolated by Coffman Associates.
3 FAA *Terminal Area Forecasts, 2002-2020*, December 2002.

In fact, the 12-month totals continued to decline until a slight increase was observed in October. This reflects the October 2002 enplanements of 2,060, being slightly higher than the 2,045 in October 2001. The 12-month total ending October 2002 was 22,904; a 40 percent decline from the 12-month total ending in August 2001. Enplanements for calendar year 2002 totaled approximately 22,829. Since August 2001, not only had service been reduced to one airline, but frequency was down to five flights per day.

ENPLANEMENT FORECASTS

It is evident from the discussion in the previous section that passenger traffic at Oxnard Airport is directly affected by the level of service provided. As with many smaller commuter airports located near a major metropolitan area, most of the local air travelers bypass the local airport and go directly to the larger hub airports in the metropolitan area.

In 1993, SCAG performed origin-destination studies that estimated there were more than 2.3 million commercial air passengers with an origin or final destination in Ventura County. That year, Oxnard Airport's total passengers (enplaned and deplaned) were approximately 70,000, or approximately 3.0 percent of the County's total passengers.

In the **Regional Aviation Plan for 2001**, published in August 2001, SCAG estimated that Ventura County's passenger demand was 4.23 million passengers. Total passengers at OXR that year totaled approximately 62,000, or just 1.5 percent of the county's demand. The **Regional Aviation Plan** indicated that Ventura County, Orange County, and Riverside County were each generating far more demand than the commercial service airports in each county were supporting. In Ventura County's case, the County was generating 5.2 percent of the demand but serving only 0.1 percent.

An emphasis of the **Regional Aviation Plan** was to move toward a decentralized airport system including former military bases and joint-use facilities rather than expanding existing urbanized airports. According to the **Regional Aviation Plan**, Ventura County's passenger demand will increase to 8.3 million by the year 2025.

While it is recognized that Ventura County's airport does not support a significant portion of the demand generated by the county's commercial air travelers, it must also be recognized that Oxnard Airport is one of the airports located in an urbanized setting with little or no room for expansion.

This is reflected in Oxnard Airport's Mission Statement which includes the following point: "Continue to search for a regional airport to serve the air carrier and commercial needs of the City of Oxnard and Ventura County."

As a result, the forecast for passenger enplanements at Oxnard Airport must reflect that the airport is limited in expansion potential and the county will continue to search for a regional airport to accommodate the long range commercial service demands generated

in Ventura County. With this in mind, the passenger potential at Oxnard Airport was examined with the following qualifiers:

- No increase in runway length.
- No significant increase in terminal building space.
- As more commuter airlines convert to all-jet fleets, a decision regarding air service in the County will become necessary.

This generally means that commercial service at Oxnard Airport will continue to be provided by commuter aircraft that can operate within the design characteristics of the runway. It is likely that various commuter airlines will continue to come and go in the market. Depending upon success, airlines will likely adjust the frequency of flights to serve the demand they generate. Competitive air fares and reliable, frequent flights will be the recipe for success. Still, the size of equipment and the availability of discount airlines at the larger hub airports in the Los Angeles basin will keep the market share at Oxnard Airport low.

Because of this, the typical regression correlation and trend analyses do not apply at Oxnard Airport. As a result, passengers were forecast based upon the potential to capture market share. **Table 2C** depicts Oxnard Airport's share of the United States domestic passenger market every year since 1980. Over this time frame, the market share has ranged from 0.0127 percent in 1980 to a low of 0.0028 percent in 1987. The market share in 1990 increased to 0.0101 percent, while by 2000, it had dropped to 0.0053 percent. In 2002, the market share dropped to 0.0040 percent.

It is evident that the general trend in market share at OXR has been downward with highs and lows depending upon the level of air service. The constant share projection presented in **Table 2C** indicates where Oxnard Airport's enplanements would go if the airport followed the growth rate of the national domestic passenger market.

Exhibit 2D compares the constant market share with the forecasts of the **1996 Draft Master Plan**. It should be noted that the **1996 Draft Master Plan** forecasts were developed based upon the potential that a variety of regional jets could serve the airport in the future. In addition, the FAA forecasts of U.S. domestic enplanements at that time were approximately 14 percent higher than the current projections. Subsequently, these forecasts are now considered too high for continued use.

Exhibit 2D and **Table 2C** also provide a comparison of the market share projections to forecasts for OXR prepared by the FAA and presented in their **Terminal Area Forecasts (TAF) 2002-2020.** It should be noted that these TAF projections were the first to take into account 9-11. The TAF projections show only marginal growth from the 2002 passenger levels. The 2020 forecast of 26,980 remains well below the 34,696 enplanements experienced in 2001.

The table shows that the enplanement projections in the TAF would result in a significant erosion in the Oxnard Airport market share of domestic enplanements. As shown in the table, the market share would decline incrementally to 0.0023 percent by 2020.

The history of passenger traffic at Oxnard Airport shows a definite reaction to the air service provided. Airline choices, frequency of service, air fares, etc. have played a role in the up-and-down nature of traffic levels. The drop in traffic of the past two years is indicative of this.

Given the Mission Statement for Oxnard Airport, it is highly unlikely that the airport will see a significant recapture of the local market of air travelers. Still, history has shown that OXR traffic can recover from similar setbacks in air service.

As a result, a market share recapture scenario was also considered. This scenario is also depicted on **Table 2C** and assumes the market share would recover to 0.0050 percent by 2010 and grow at the national forecast rate. The market share can be expected to decline over the long term as the airport becomes more limited in the types of commuter aircraft that can be served. For the planning purposes of this Master Plan, the following enplanement forecasts are recommended:

Near Term (2005): 30,000
Short Term (2010): 38,000
Intermediate Term (2015): ... 45,000
Long Term (2025): 60,000

COMMUTER OPERATIONS AND FLEET MIX

The fleet mix defines a number of key parameters in airport planning, including critical aircraft, stage length capabilities, and terminal gate configurations. Changes in equipment, airframes, and engines have always had a significant impact on airlines and airport planning. There are many on-going programs by the manufacturers to improve performance characteristics. These programs are focusing on improvements in fuel efficiency, noise suppression, and the reduction of air emissions. A fleet mix projection for Oxnard Airport has been developed by reviewing the aircraft currently used and anticipated transitions.

As previously mentioned, scheduled passenger service at Oxnard Airport is provided by SkyWest under a code-sharing agreement with United Airlines. As United Express, the airline offers five daily flights to LAX. SkyWest's aircraft fleet consists of 76 Embraer, 120 turboprops, and 73 Canadair Regional Jets (CRJs). Only the turboprops operate into Oxnard Airport.

The FAA views the regional jet as the most significant change in the composition of the future regional/ commuter fleet. These aircraft have a range in seating capacity, stand-up headroom, and lower operating costs. The long-term outlook in fleet transition is dependent on traffic growth, technological improvements, aircraft leasing and financing arrangements, and airfield facilities which can meet aircraft demand.

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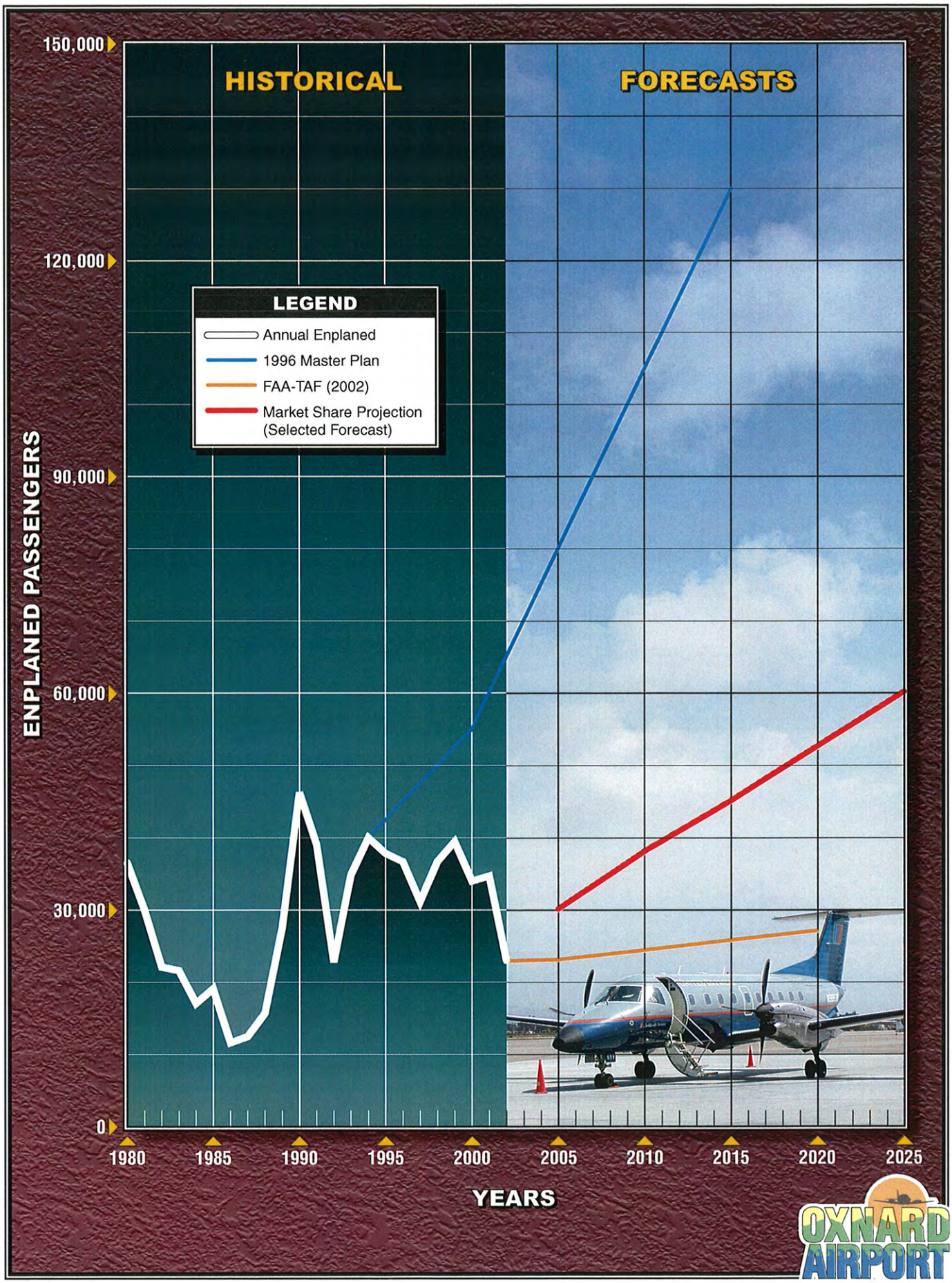

Exhibit 2D
ENPLANEMENT FORECASTS

SkyWest is adding more CRJs while reducing its turboprop fleet. The airline has orders or options for 109 more CRJs over the next four years. Over that same time frame, it expects to remove 21 Embraer 120s from service. While SkyWest has not indicated that it plans to transition to an all-regional jet fleet, other airlines, such as Mesa, have. Given the constraints on runway improvements, and the airport's Mission Statement, as more commuter airlines transition to all-jet, the County will eventually need to make decisions regarding improvements that may become necessary to accommodate available commuter aircraft.

The fleet mix projections have been used to calculate the average seats per departure, which (after applying a load factor) were used to project annual departures. The boarding load factor for Oxnard Airport may fluctuate with periodical changes in air service, but it is expected to remain around 50 percent over the planning period. Annual operations were then calculated based on boarding load factors. **Table 2D** summarizes the fleet mix and operations forecast for Oxnard Airport.

TABLE 2D
Airline Fleet Mix and Operations Forecast
Oxnard Airport

	Actual			Forecast			
Fleet Mix Seating Capacity	**2000**	**2001**	**2002**	**2005**	**2010**	**2015**	**2025**
Commuter Airlines							
45-59	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%
35-44	2.5%	18.4%	0.0%	0.0%	25.0%	35.0%	40.0%
20-34	96.1%	79.3%	100.0%	100.0%	75.0%	65.0%	40.0%
< 19	1.4%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Seats/Departure	30.0	31.0	30.0	30.0	31.8	32.5	36.8
Boarding Load Factor	50.3%	48.1%	41.7%	50.0%	50.0%	50.0%	50.0%
Enplanements/Departure	15.1	14.9	12.5	15.0	15.9	16.2	18.4
Annual Enplanements	33,999	34,696	22,829	30,000	38,000	45,000	60,000
Annual Departures	2,250	2,325	1,825	2,000	2,400	2,800	3,250
Annual Operations	4,500	4,650	3,650	4,000	4,800	5,600	6,500

GENERAL AVIATION FORECASTS

General aviation is defined as that portion of civil aviation which encompasses all portions of aviation except commercial operations. To determine the types and sizes of facilities that should be planned to accommodate general aviation activity, certain elements of this activity must be

forecast. These indicators of general aviation demand include based aircraft, aircraft fleet mix, and annual operations.

BASED AIRCRAFT

The number of based aircraft is the most basic indicator of general aviation demand. By first developing a forecast of based aircraft, the growth of other general aviation activities and demands can be projected.

Aircraft basing at an airport is somewhat dependent upon the nature and magnitude of aircraft ownership in the local service area. As a result, aircraft registrations in the area were reviewed and forecast first.

Aircraft Registrations

The **1996 Draft Master Plan** included a historical listing of aircraft registrations in Ventura County from 1983 through 1994. Additional information was obtained from the FAA's Aircraft Registry to update this information through 2002. This is presented in **Table 2E**, as well as on **Exhibit 2E.**

In contrast to many locations around the country, registered aircraft in Ventura County grew throughout the 1980s. In the 1990s, however, the growth leveled out and registered aircraft fluctuated between 1,000 and 1,060. The turn of the century saw some renewed growth with registered aircraft growing to 1,080 in 2000 and an all-time high of 1,120 in 2001.

Exhibit 2E displays the forecast of registered aircraft from the **1996 Draft Master Plan**. That forecast expected 1,100 aircraft registered in the county by 2000 and 1,200 in 2005. While the 1,120 aircraft in 2001 is right on the forecast, the prior years tended to be below the anticipated growth. In addition, 2002 registered aircraft dropped slightly to 1,012. As a result, the methodology used to produce the previous forecast was revisited, and updated data was incorporated into the analysis.

First, an updated trend line or "time-series" analysis was conducted for the period of 1983-2002. The historical data provided a correlation coefficient or r-value of 0.77. An r-value of at least 0.90 is necessary to be considered a significant statistical fit. Still, the time-series analysis does reflect the average growth trend over the 20-year period.

Next, several multiple variable regression analyses were revisited. In the 1996 plan, county employment and inflation-adjusted per capita personal income provided r-values over 0.90. These two variables, as well as county population, were tested for the period of 1983-2001. PCPI still provided the highest correlation ® = 0.88), but was below the level to be considered significant. Employment had a correlation coefficient of 0.82, while population had an r-value of 0.80. For comparative purposes, a projection was developed from the registered aircraft correlation with county PCPI. This projection is also depicted on **Exhibit 2E.**

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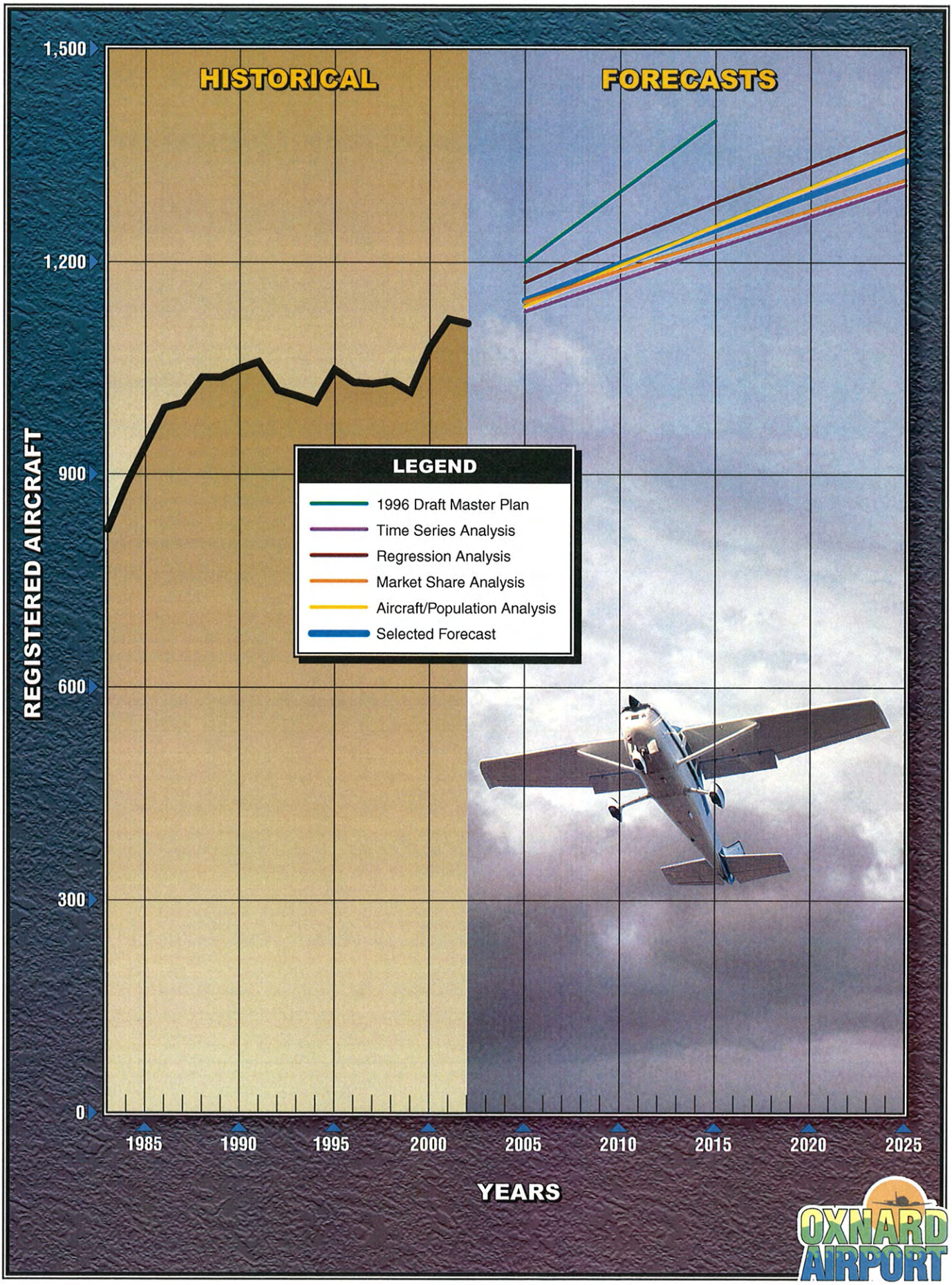

Exhibit 2E
AIRCRAFT REGISTRATIONS
VENTURA COUNTY

TABLE 2E
Registered Aircraft
Ventura County

Year	County Registered Aircraft	Reg. AC/1,000 pop.	County Population
1983	822	1.428	575,586
1984	886	1.505	588,790
1985	940	1.559	602,819
1986	994	1.615	615,422
1987	1,001	1.584	632,062
1988	1,037	1.593	650,851
1989	1,037	1.560	664,692
1990	1,050	1.567	670,164
1991	1,059	1.568	675,558
1992	1,019	1.490	684,118
1993	1,011	1.465	690,195
1994	1,002	1.434	698,921
1995	1,048	1.488	704,080
1996	1,030	1.449	711,000
1997	1,028	1.423	722,470
1998	1,032	1.408	732,820
1999	1,017	1.363	746,220
2000	1,080	1.434	753,197
2001	1,120	1.453	770,630
2002	1,112	1.425	780,089
Population Ratio Forecast			
2005	1,137	1.43	795,000
2010	1,195	1.43	836,000
2015	1,251	1.43	875,000
2025	1,360	1.43	951,000

Table 2F examines Ventura County's registered aircraft growth as a percentage of the U.S. active general aviation fleet. Because of a change in how the FAA counts active aircraft, this comparison could only be extended back to 1993. From 1993 through 1999, Ventura County's market share was declining. The past two years, however, the county has reclaimed some market share. Over the period from 1993-2001, the county's share has averaged 0.53 percent of the market. This average was extended through the planning period to provide a constant, or static, market share projection. This is presented on **Exhibit 2E**,as well as on **Table 2G**, for comparison to the other projections.

TABLE 2F
Registered Aircraft Market Share
Ventura County

Year	County Registered Aircraft	U.S. Active GA Aircraft	Market Share %
1993	1,011	177,719	0.569%
1994	1,002	172,936	0.579%
1995	1,048	188,089	0.557%
1996	1,030	191,129	0.539%
1997	1,028	192,414	0.534%
1998	1,032	204,710	0.504%
1999	1,017	219,464	0.463%
2000	1,080	217,533	0.496%
2001	1,120	211,447	0.530%
2002	1,112	211,040	0.527%
FORECASTS			
2005	1,142	215,490	0.50%
2010	1,186	223,720	0.50%
2015	1,228	231,620	0.50%
2025	1,314	248,000	0.50%

Table 2E also examines the ratio of registered aircraft per 1,000 population. Through this period, the ratio has fluctuated between 1.49 and 1.36. A projection at a constant ratio of 1.43 aircraft per 1,000 population was used to show the potential if registrations continue to grow in a similar proportion to county population.

TABLE 2G
Registered Aircraft Projections
Ventura County

	(r-value)	2005	2010	2015	2025
1996 Draft Master Plan	NA	1,200	1,300	1,400	NA
Time Series Analysis (1983-2002)	0.77	1,128	1,173	1,218	1,307
Regression Analysis vs. County PCPI	0.88	1,171	1,230	1,284	1,385
Market Share Analysis Constant Share	NA	1,142	1,186	1,228	1,314
Aircraft/Population Ratio 1.43 per 1,000 Pop.	NA	1,137	1,195	1,251	1,360
Selected Forecast	NA	1,144	1,196	1,295	1,342

All four of the updated projections are lower than the **1996 Draft Master Plan** forecast and represent a relatively narrow band. In the long term (2025), the PCPI regression projection is highest at 1,385 registered aircraft, while the time series analysis is lowest at 1,307, for a range of less than six percent over 23 years. In the immediate term (2005), the time series analysis projects 1,128 aircraft, or just slightly higher than the actual 1,120 aircraft in 2001. The PCPI regression projects 1,171 for a four percent range.

Because of the narrow grouping, an average of the four projections was selected for use in this update. This takes into account the local demographic and economic factors as well as the national general aviation industry.

Based Aircraft Forecast

Having updated the aircraft ownership demand in Ventura County, the historic basing at Oxnard Airport was reviewed to examine the change in market share over the years to project potential based aircraft demand. The market share at OXR is somewhat dependent upon what is happening at other area airports.

As depicted on **Table 2H**, the based aircraft totals at Oxnard Airport have generally been declining for at least the last 16 years. The rate of decline, however, has slowed in the last eight years. At the same time, the number of aircraft registered in the County has generally been growing.

A check of based aircraft at the other two public-use general aviation airports in the County shows they have not seen any growth in basing either. Camarillo Airport's based aircraft has dropped from 580 in 1994 to 510 in 1997, but has since grown back to 558. Santa Paula Airport has maintained its basing around 255. Overall, there was a total of 995 based aircraft in 1994, dropping to 910 in 1997, then rebounding to 957 in 2002.

In its **General Aviation Forecast for the SCAG Region**, in 1999, the Southern California Association of Governments forecast minimal growth at the three Ventura County airports through 2020. Camarillo was projected to grow from 510 to 523. This, of course, has already been exceeded. Oxnard Airport was projected to grow to only 156 based aircraft, while Santa Paula Airport would grow to 259. This was a total of 940 aircraft, or 30 more than were based at the three airports in 1997. This projection has proven to be too conservative as there are presently a combined 957 based aircraft.

The **1996 Draft Master Plan** projected the based aircraft to maintain a 16 percent share of the registered aircraft through 2015. As is evident from **Table 2H**, the airport's share has continued to drop and was 12.6 percent in 2001. In 2002, the share rebounded slightly to 12.8 percent. The historic graph on **Exhibit 2F** shows that the decline in based aircraft may be flattening out in the range of 140 to 150. If the airport were to maintain a current market share consistent with the last two

years, based aircraft could be expected to grow to 170 by the end of the planning period. If the airport simply maintained the current level of basing, its market share would decline to approximately 11 percent.

TABLE 2H
Based Aircraft Forecast
Oxnard Airport

Year	OXR Based	Registered Aircraft	OXR Market Share
1985	253	940	26.9%
1986	246	994	24.7%
1987	214	1,001	21.4%
1988	211	1,037	20.3%
1989	210	1,037	20.3%
1990	167	1,050	15.9%
1991	190	1,059	17.9%
1992	175	1,019	17.2%
1993	165	1,011	16.3%
1994	159	1,002	15.9%
1995	155	1,048	14.8%
1996	151	1,030	14.7%
1997	147	1,028	14.3%
1998	151	1,032	14.6%
1999	143	1,017	14.1%
2000	150	1,080	13.9%
2001	141	1,120	12.6%
2002	142	1,112	12.8%
FORECAST			
2005	146	1,144	12.8%
2010	152	1,196	12.7%
2015	158	1,245	12.7%
2025	170	1,342	12.7%
FAA-TAF 2002			
2005	146	1,144	12.8%
2010	150	1,196	12.5%
2015	155	1,245	12.4%
2020	161	1,294	12.4%

The FAA-TAF forecast for based aircraft at OXR is also included for comparison in **Table 2H**. This forecast is only slightly below that of the market share projection. In fact, the two projections differ by just two percent (three based aircraft) in 2020.

For the planning purposes of this Master Plan update, the market share

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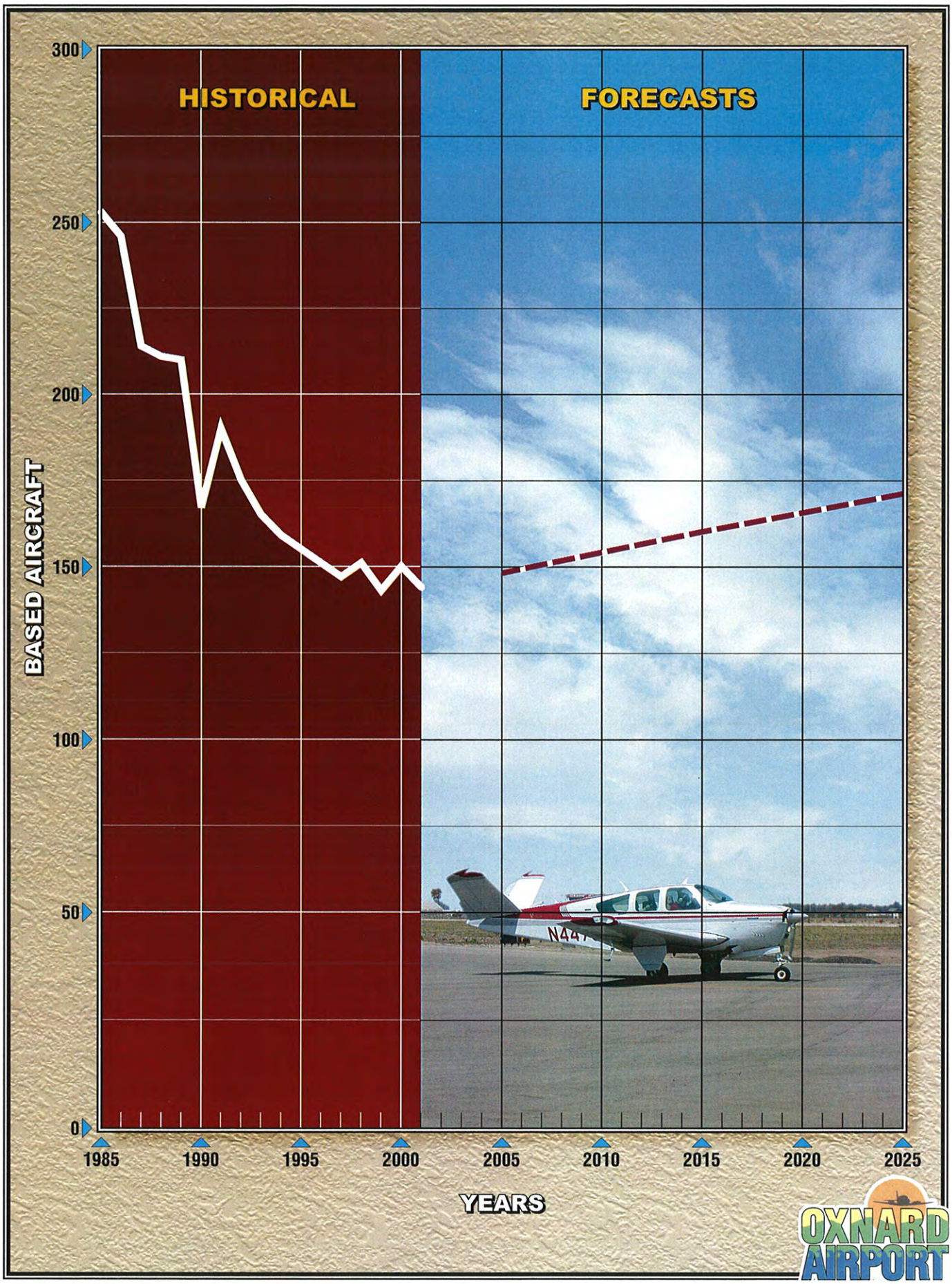

Exhibit 2F
BASED AIRCRAFT FORECAST

for Oxnard Airport was projected to follow the growth of demand for general aviation aircraft in Ventura County. This is consistent with the Mission Statements of the Oxnard Airport and the Ventura County Department of Airports. The latter Mission Statement reads, "To limit the development of Camarillo and Oxnard Airports to meet forecasted needs of general aviation and commuter airline services in a manner that will complement each other."

Planning OXR to serve and maintain its current share of the County's future demand would meet this objective. Thus, the constant market share projection depicted in **Table 2H** and on **Exhibit 2F** is the recommended forecast for based aircraft.

Based Aircraft Fleet Mix

The based aircraft fleet mix at Oxnard Airport (**Table 2J**) was compared to the existing and forecast U.S. general aviation fleet mix trends as presented in FAA **Aerospace Forecasts Fiscal Years 2003-2014**. The current based aircraft fleet mix at Oxnard Airport has a higher than average percentage of rotorcraft and multi-engine piston aircraft, lower-than-average turboprops, and no business jets.

TABLE 2J
Based Aircraft Fleet Mix
Oxnard Airport

Year	Single Engine	Multi-Engine	Turbo-prop	Jet	Rotor	Total
2002	100	28	2	0	12	142
FORECAST						
2005	102	28	2	1	12	146
2010	106	28	3	2	13	152
2015	109	28	4	3	14	158
2025	116	27	6	6	15	170

According to the FAA forecasts, active single engine aircraft will have a slow growth trend of 0.3 percent per year. So the overall percentage of single engine and experimental aircraft will remain fairly constant in the future.

The number of multi-engine piston aircraft will actually decline slightly as older aircraft are retired according to the FAA forecasts. Turboprop aircraft are expected to experience gains, approximately 120 per year nationwide (1.6 percent annually).

The largest percentage growth nationwide is anticipated in the business jet market, where an average

annual increase of 3.6 percent is expected. This relates to a net gain of nearly 360 business jets a year. Rotorcraft are anticipated to show a growth rate slightly better than the single engine and experimental aircraft.

The fleet mix for Oxnard Airport is forecast to evolve into a similar make-up as that on the national level, although the rotorcraft percentage will remain high due to the helicopter business on the airport. The single engine percentage will remain relatively constant. The number of multi-engine piston aircraft is forecast to decline by one, resulting in a percentage decline. The low percentages of turbine-powered aircraft at the airport can be expected to increase with a net increase of four turboprops and six business jets over the planning period.

GENERAL AVIATION OPERATIONS

General aviation operations are classified by the federal contract tower (FCT) as either local or itinerant. A local operation is a take-off or landing performed by an aircraft that operates within sight of the airport, or which executes simulated approaches or touch-and-go operations at the airport. Itinerant operations are those performed by aircraft with a specific origin or destination away from the airport. Generally, local operations are characterized by training operations. Typically, itinerant operations increase with business and commercial use, since business aircraft are operated on a higher frequency of use compared to personal and pleasure flights.

Itinerant Operations Forecast

Table 2K depicts the history of general aviation itinerant operations since 1990. The FCT counted 65,890 itinerant operations in 1990; this dropped to a low of 34,591 operations in 1995. The count rose to 51,749 in 1997, but has hovered around the mid-40,000s ever since.

The table also presents a history of the total general aviation itinerant operations at all airports with FAA airport traffic control towers. As with Oxnard Airport, the national itinerant operations were higher in 1990 than anytime since, and hit a low point in 1995.

The table further includes the OXR market share of the towered itinerant operations. While the market share declined in the early and middle part of the 1990s, it has since remained relatively constant.

In FAA **Aerospace Forecasts Fiscal Years 2003-2014**, the FAA projects itinerant general aviation operations will be recovering the operation level lost in 2001 in the immediate term, then grow at approximately 1.4 percent annually. **Table 2K** presents this forecast and includes a projection for Oxnard Airport based upon maintaining its share of the itinerant market.

The itinerant operation growth rate is higher than the 0.7 percent rate

forecast for active aircraft in the U.S., indicating that aircraft will be flown more in the coming years. As a result, the operations per based aircraft at the airport can be expected to increase in the future. The operations per based aircraft ratio was utilized to check the reasonableness of the itinerant operations forecast. As shown on **Table 2K**, the ratio of operations per based aircraft at Oxnard Airport would increase in the future from 316 to 354.

Table 2K also compares the Master Plan forecast with that of the FAA-TAF. As with based aircraft, the two projections are relatively close. The Master Plan forecast is just 3.4 percent higher than the FAA-TAF in 2020.

TABLE 2K
General Aviation Itinerant Operations Forecast
Oxnard Airport

Year	OXR GA Itinerant	U.S. ATCT GA Itinerant (millions)	OXR Market Share (%)	OXR Based AC	Itinerant Ops Per AC
1990	65,890	23.1	0.285%	167	395
1991	62,013	22.2	0.279%	190	326
1992	58,146	22.1	0.263%	175	332
1993	55,311	21.1	0.262%	165	335
1994	36,811	21.1	0.174%	159	232
1995	34,591	20.9	0.166%	155	223
1996	50,395	20.8	0.242%	151	334
1997	51,749	21.7	0.238%	147	352
1998	46,222	22.1	0.209%	151	306
1999	44,274	23.0	0.192%	143	310
2000	43,158	22.9	0.188%	150	288
2001	44,506	21.4	0.208%	141	316
2002	44,822	21.4	0.209%	142	316
FORECAST					
2005	46,200	22.1	0.209%	146	316
2010	49,500	23.7	0.209%	152	326
2015	52,900	25.3	0.209%	158	335
2025	60,200	28.8	0.209%	170	354
FAA-TAF 2002					
2005	45,913	22.1	0.208%	146	314
2010	48,806	23.7	0.206%	150	325
2015	51,699	25.3	0.204%	155	334
2020	54,592	27.0	0.202%	161	339

Local Operations

A similar methodology was utilized to forecast local operations. **Table 2L** depicts the history of local operations at Oxnard Airport and examines its historic market share of local operations at towered airports in the United States. By 2000, local operations at OXR had declined by more than 50 percent from 59,660 in 1993. Local operations nationally had remained relatively constant over the past decade. While the local operations declined in 2001, primarily due to September 11, they recovered in 2002 to 28,981.

The FAA **Aerospace Forecasts** projects a 1.2 percent per year increase in local operations nationwide. As with itinerant operations, this would indicate an increase in operations per active aircraft since general aviation is projected to grow at a slower rate.

Training activity is not expected to increase significantly at Oxnard Airport, thus the local operations forecast assumes growth associated with maintaining a slightly declining operations per based aircraft ratio. The table shows the forecast as well as the slight decline of operations per based aircraft over the planning period.

The table also presents the **FAA-TAF 2002** projections for general aviation and local operations. While the TAF forecasts show virtually no growth, the Master Plan forecast is within seven percent for 2020.

Table 2M and **Exhibit 2G** provide a summary of the general aviation forecasts for Oxnard Airport. The **FAA-TAF 2002** general aviation operations are also shown on the exhibit for comparison.

AIR TAXI

The air taxi category includes aircraft involved in on-demand passenger or small parcel transport. The control tower counts air taxi in the same category as commuter airline operations. Since the airport keeps track of airline operations from the airline landing reports, the commuter operations can be subtracted from the tower count to determine the air taxi operations.

In 2000, the tower counted 15,422 air taxi and commuter operations. The commuter airlines reported a total of 2,325 landings for a total of 4,650 annual operations. Thus, there were 10,922 air taxi operations. In 2001, there were 14,046 operations in the tower count, and 4,500 were by commuter airlines, leaving 9,396 air taxi operations.

In 2002, there were 13,406 operations in the tower count, and 3,650 were commuters. This left 9,756 air taxi operations. In 1994, the base year for the **1996 Draft Master Plan**, there were 8,057 air taxi operations. The Master Plan forecast 12,700 operations for 2000.

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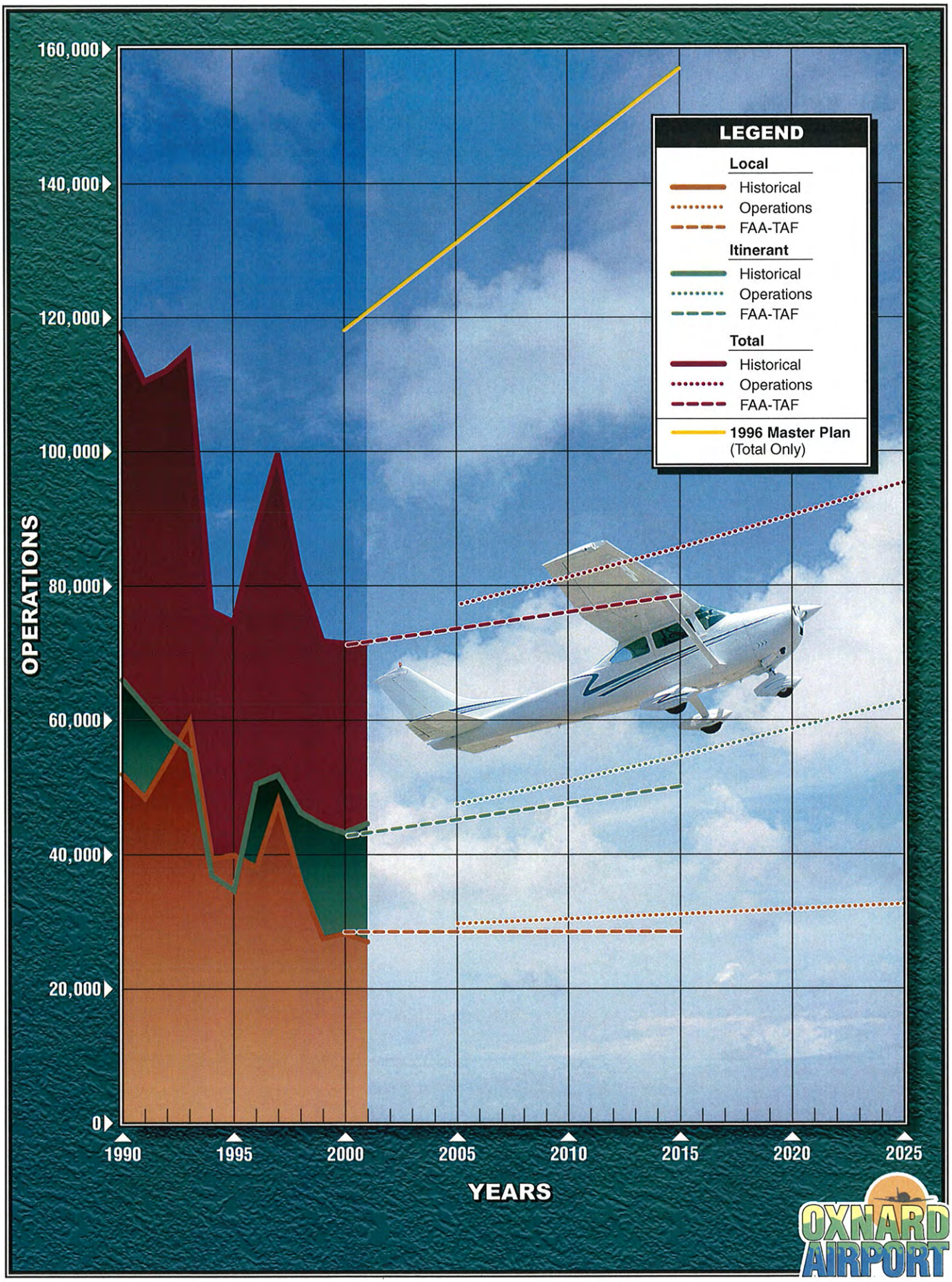


OXNARD AIRPORT

Exhibit 2G
GENERAL AVIATION
OPERATIONS FORECAST

TABLE 2L
General Aviation Local Operations Forecast
Oxnard Airport

Year	OXR GA Local	U.S. ATCT GA Local (millions)	OXR Market Share (%)	OXR Based AC	Local Ops Per AC
1990	51,844	17.1	0.303%	167	310
1991	48,328	16.6	0.291%	190	254
1992	53,866	16.3	0.330%	175	308
1993	59,660	15.5	0.385%	165	362
1994	39,293	15.2	0.259%	159	247
1995	39,865	15.1	0.264%	155	257
1996	38,020	14.5	0.262%	151	252
1997	47,853	15.2	0.315%	147	326
1998	35,911	16.0	0.224%	151	238
1999	27,372	17.0	0.161%	143	191
2000	28,138	17.0	0.166%	150	188
2001	26,885	16.2	0.166%	141	191
2002	28,981	16.2	0.179%	142	204
FORECAST					
2005	29,600	16.7	0.177%	148	202
2010	30,300	17.8	0.170%	154	199
2015	31,000	18.9	0.164%	160	196
2025	32,500	21.3	0.153%	171	191
FAA-TAF 2002					
2005	29,167	16.7	0.175%	146	200
2010	29,367	17.8	0.165%	150	196
2015	29,567	18.9	0.156%	155	191
2020	29,768	20.1	0.148%	161	185

TABLE 2M
General Aviation Forecast Summary
Oxnard Airport

		Operations			
Year	Based Aircraft	Total	Itinerant	Local	% Local
2000	150	71,296	43,158	28,138	39%
2001	141	71,391	44,506	26,885	38%
2002	142	73,803	44,802	28,981	39%
FORECAST					
2005	148	75,800	46,200	29,600	39%
2010	154	79,800	49,500	30,300	38%
2015	160	83,900	52,900	31,000	37%
2025	171	92,700	60,200	32,500	35%

For this Master Plan update, air taxi operations are projected to recover, then grow at a rate similar to that of general aviation itinerant operations. The air taxi forecasts are presented in **Table 2N.**

TABLE 2N
Air Taxi and Military Operations Forecast
Oxnard Airport

		Military		
	Air Taxi	**Itinerant**	**Local**	**Total**
ACTUAL				
2000	10,922	1,461	64	1,525
2001	9,396	958	37	995
2002	9,756	1,523	18	1,541
FORECAST				
2005	11,000	1,400	100	1,500
2010	11,800	1,400	100	1,500
2015	12,600	1,400	100	1,500
2025	14,500	1,400	100	1,500

MILITARY

Military activity accounts for the smallest portion of the operational traffic at OXR. Since 1990, annual military operations have fluctuated between a high of 2,626 in 1993 and a low of 995 in 2001. Since 1998, local military operations have totaled less than 100 each year. For the purposes of this Master Plan update, military operations were projected to average 1,500 per year over the planning period. This includes 1,400 itinerant and 100 local operations. This is down from the **1996 Draft Master Plan** which projected an average of 2,200 annually. **Table 2N** includes the military forecast.

SUMMARY

This chapter has outlined the various aviation demand levels to be anticipated over the planning period. The next step in the master plan is to reassess the capacity of the existing facilities and determine what facilities will be necessary to meet both existing and future demands. This will be examined in the following chapter. **Table 2P** provides a summary of the aviation forecasts for Oxnard Airport.

TABLE 2P
Aviation Activity Forecasts
Oxnard Airport

	ACTUAL		FORECAST			
	2001	**2002**	**2005**	**2010**	**2015**	**2025**
ANNUAL OPERATIONS						
General Aviation						
Itinerant	44,506	44,822	46,200	49,500	52,900	60,200
Local	26,885	28,981	29,600	30,300	31,000	32,500
Total GA	71,391	73,803	75,800	79,800	83,900	92,700
Commuter	4,650	3,650	4,000	4,800	5,600	6,500
Other Air Taxi	9,396	9,756	11,000	11,800	12,600	14,500
Military	995	1,541	1,500	1,500	1,500	1,500
Total Operations	86,432	88,750	92,300	97,900	103,600	115,200
Enplanements	34,696	22,829	30,000	38,000	45,000	60,000
Based Aircraft						
Single Engine	100	100	103	106	109	116
Multi-Engine	27	28	28	28	28	27
Turboprop	2	2	2	3	4	6
Jet	0	0	1	2	3	6
Rotorcraft	12	12	12	13	14	15
Total Based	141	142	146	152	158	170

OXNARD AIRPORT

Chapter Three
FACILITY REQUIREMENTS

CHAPTER THREE

FACILITY REQUIREMENTS

The objective of the facility requirements effort is to identify, in general terms, the capability of the existing airport facilities and outline what deficiencies there are or may be created by the forecast demands.

It is important to note that most of the activity levels forecast in the previous chapter have been exceeded in the past. For example, the 170 based aircraft forecast for 2002 are less than the 175 that were based at the airport in 1992. The 115,000 operations forecast for 2025 are less than the 137,880 operations counted in 1993. Since most of the forecast activity has been accommodated at this airport before, the emphasis will be more on re-development to ensure a safe, secure, and efficient operation. Once the deficiencies are identified, a more specific determination can be made as to how to address them in relation to the Mission Statements of Oxnard Airport and the Ventura County Department of Airports.

PLANNING HORIZONS

Cost-effective, safe, efficient, and orderly development of an airport should rely more upon actual demand at that airport than a time-based forecast figure. Thus, in order to develop a master plan that is demand-based rather than time-based, a series of planning horizon milestones have been established that take into consideration the reasonable range of aviation demand projections.

It is important to consider that, over time, the actual activity at the airport may be higher or lower than what the annualized forecast portrays. By planning according to activity milestones, the resultant plan can

accommodate unexpected shifts, or changes, in the area's aviation demand. It is important to plan for these milestones so that airport officials can respond to unexpected changes in a timely fashion. As a result, these milestones provide flexibility, while potentially extending this plan's useful life if aviation trends slow over the period.

The most important reason for utilizing milestones is to allow the airport to adapt facilities according to need generated by actual demand levels. The demand-based schedule provides flexibility in development, as the schedule can be slowed or expedited according to actual demand at any given time over the planning period. The resultant plan provides airport officials with a financially responsible and need-based program. **Table 3A** presents the planning horizon milestones for each activity demand category.

TABLE 3A
Aviation Demand Planning Horizons
Oxnard Airport

	Current	Short Term	Intermediate Term	Long Term
ANNUAL OPERATIONS				
Commuter	3,650	4,500	5,600	6,500
Air Taxi	9,756	11,500	12,600	14,500
Military	1,541	1,500	1,500	1,500
General Aviation	73,803	78,200	83,900	92,700
Total Operations	88,750	95,700	103,600	115,200
ANNUAL PASSENGERS				
Enplanements	22,829	35,000	45,000	60,000
Based Aircraft	142	150	158	170

The planning horizons represent current, short, intermediate, and long term activity levels. The short term generally relates to the expected activity five years in the future (2008). The intermediate and long term are quite similar to the forecast levels for 2015 and 2025 in the previous chapter, with modifications to round the numbers.

FCT COUNT ADJUSTMENT

The planning horizon operational activity levels in **Table 3A** represent

the actual operations counted by the federal control tower (FCT). They will remain the milestones for monitoring growth and activity because tower count is readily available.

The Oxnard federal control tower (FCT) is not a 24-hour tower, so the count is not all-inclusive of operations at the airport. Certain elements of the planning analyses, however, require that all airport activity be considered. For these evaluations, it is necessary to estimate and adjust for operations that occur when the tower is closed.

The Oxnard FCT hours are from 7:00 a.m. to 9:00 p.m. daily. **Table 3B** outlines the adjusted tower count. The commercial service operations were derived from the landing reports of the airline and do not need to be adjusted. The other operations are adjusted based upon information obtained from flight plans and airport management estimates.

TABLE 3B
Adjusted Aircraft Operations
Oxnard Airport

	Current	Short Term	Intermediate Term	Long Term
Commuter	3,650	4,500	5,600	6,500
Air Taxi	10,634	12,500	13,700	15,800
Military	1,618	1,600	1,600	1,600
General Aviation				
Itinerant	46,615	50,100	55,000	62,600
Local	29,561	30,600	31,600	33,100
Total	92,078	99,300	107,500	119,600

Note: Traffic count adjusted to include estimated operations when Oxnard Federal Control Tower is closed (9:00 p.m. to 7:00 a.m.)

KEY PEAKING CHARACTERISTICS

While the planning horizons are statistical benchmarks that can be easily monitored, much of facility planning must be directly related to levels of peak activity. The following planning definitions apply to the peak periods:

- **Peak Month** - The calendar month when peak activity occurs.
- **Design Day** - The average day in the peak month.

- **Busy Day** - The busy day of a typical week in the peak month.

- **Design Hour** - The peak hour within the design day.

The design day is normally derived by dividing the peak month operations or enplanements by the number of days in the month. However, if commercial activity is heavier on weekdays, it may require an adjustment to reflect design weekday activity.

It is important to realize that only the peak month is an absolute peak within the year. Each of the other periods will be exceeded at various times during the year. However, each provides reasonable planning standards that can be applied without overbuilding or being too restrictive.

AIRLINE DESIGN PEAKS

Historical airport records over the last six years were examined to determine the peak month for passenger enplanements at Oxnard Airport. The peak month has occurred in a different month each year since 1997. The peak month has averaged 9.7 percent of annual enplanements during this time. Design day enplanements were then calculated by dividing total enplanements in the peak month by the number of days in the month.

With five flights currently dispersed throughout the day, the design hour enplanements presently match the seating capacity of the aircraft. This will vary in the future as airline service or aircraft seating capacity changes.

According to airport records, there were 3,650 total airline operations in 2002. The flight schedule at Oxnard Airport does not fluctuate significantly with the season. Changes in operations are more related to weather cancellations than seasonal flight schedule changes. The lower peaking percentages for passengers also suggest that the operations peaks do not vary significantly. Therefore, the peak month percentage will be forecast at 9.0 percent.

Hourly operational peaks will vary depending upon the service as well. With one airline, the activity will be dispersed throughout the day. With two airlines, there is more probability for more operations per hour. This is accounted for in the peak activity forecast in **Table 3C.**

TABLE 3C
Peaking Characteristics
Oxnard Airport

	Current	Short Term	Intermediate Term	Long Term
AIRLINE				
Enplanements				
Annual	22,829	35,000	45,000	60,000
Peak Month	2,169	3,400	4,360	5,820
Design Day	73	113	145	194
Design Hour	30	43	51	63
Operations				
Annual	3,650	4,500	5,600	6,500
Peak Month	316	406	504	584
Design Day	10	14	18	20
Design Hour	2	4	4	4
GENERAL AVIATION				
Itinerant Operations				
Annual	44,822	48,200	52,900	60,200
Peak Month	4,503	4,920	5,400	6,140
Design Day	145	159	174	198
Busy Day	186	218	238	271
Design Hour	24	26	28	32
TOTAL OPERATIONS				
Annual	88,750	95,700	103,600	115,200
Peak Month	8,570	9,760	10,590	11,730
Design Day	276	315	342	378
Design Hour	42	48	52	57

GENERAL AVIATION DESIGN PEAKS

The key peaking characteristic for general aviation (GA) activity is related to itinerant operations. Busy day and design hour itinerant operations are utilized to determine space requirements for transient ramp, terminal services, and auto parking in GA areas.

The peak month for GA itinerant operations over the past six years has averaged 10.2 percent of annual operations. Forecasts of peak month itinerant activity have been developed

by applying this percentage to the forecasts of annual itinerant operations.

Design day operations were calculated by dividing the total number of itinerant operations in the peak month by the number of days in the month. Busy day itinerant operations were examined over the past six years. It was found that the busy day typically averaged 19.6 percent of the weekly itinerant operations. As a result, the busy day itinerant operations factor was determined to be 1.37. The design hour itinerant operations were projected at 16 percent of the design day operations over the planning period. **Table 3C** summarizes the general aviation peak activity forecasts.

TOTAL OPERATIONS DESIGN PEAKS

The total number of takeoffs and landings becomes a factor when evaluating the capacity of the airfield. The design day and design hour are factors in calculating the airport's annual service volume as well as evaluating the hourly capacity. The peak month was evaluated over the last decade as a percentage of annual operations. Although the peak month occurred during several different months over the years, May was most common, followed by April. The percentage of operations in the peak month varied between 9.3 percent and 12.1 percent, but has averaged 10.2 percent since 1990. The peak month was projected at this percentage over the planning horizons.

As with the GA itinerant operations, design day was calculated by dividing the peak month activity by 31. The design hour averages 15.0 percent of the daily operations. This percentage was projected throughout the planning horizons. **Table 3C** summarizes the peak activity forecasts for total operations.

AIRFIELD CAPACITY

Airfield capacity is measured in a variety of different ways. The **hourly capacity** of a runway measures the maximum number of aircraft that can take place in an hour. The **annual service volume (ASV)** is an annual level of service that may be used to define airfield capacity needs. **Aircraft delay** is the total delay incurred by aircraft using the airfield during a given time frame. FAA Advisory Circular 150/5060-5, **Airport Capacity and Delay**, provides a methodology for examining the operational capacity of an airfield for planning purposes. This analysis takes into account specific factors about the airfield. These various factors are depicted in **Exhibit 3A**. The following describes the input factors as they relate to Oxnard Airport:

- **Runway Configuration** - A single runway configuration with a full length parallel taxiway and instrument approaches.

- **Runway Use** - There is no formal runway use program in place, but prevailing winds dictate the use of

02MP10-1B-4/17/02

AIRFIELD LAYOUT

Runway Configuration

Runway Use

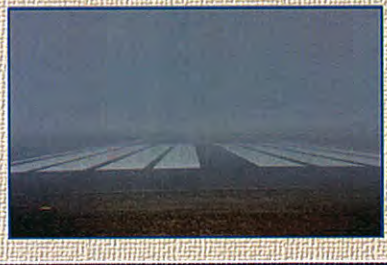
Number of Exits

WEATHER CONDITIONS

VFR

IFR

PVC



AIRCRAFT MIX

A&B

< 12,500#


Small Turboprop


Twin Piston


Single Piston

C

> 12,500#
< 300,000#


Business Jet


Commuter

D

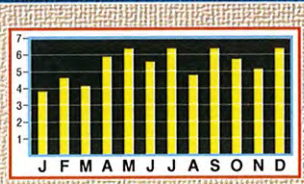
> 300,000#

not applicable
to Oxnard Airport

OPERATIONS

Arrivals and Departures

Total Annual Operations



Touch-and-Go Operations

OXNARD AIRPORT

Exhibit 3A
AIRFIELD CAPACITY
FACTORS

Runway 25 approximately 80 percent of the time.

- **Exit Taxiways** - Based upon mix, only taxiways between 2,000 feet and 4,000 feet from the runway threshold count in the exit rating. The exits must also be at least 750 feet apart to be credited. Therefore, Runway 25 is credited for only one taxiway exit, while Runway 7 gets credited for two.

- **Weather Conditions** - The airport operates under visual flight rules (VFR) 84 percent of the time. Instrument flight rules (IFR) occur when cloud ceilings are between 500 and 1,000 feet, and visibility is between one and three statute miles. This occurs 13 percent of the time. Poor visibility conditions (PVC) apply for minimums below 500 feet and one mile. This occurs three percent of the time.

- **Aircraft Mix** - Description of the classifications and the percentage mix for each planning horizon is presented on **Table 3D**.

- **Percent Arrivals** - Generally follows the typical 50-50 percent split.

- **Touch-and-Go Activity** - Percentages of touch-and-go activity are presented in **Table 3D**.

- **Operational Levels** - Operational planning horizons were outlined in the previous section of this chapter. The peak month averages 10.2 percent of the year. The peak hour currently averages 16 percent of the operations in a day, and will decline to 15 percent as operations increase over the long term.

HOURLY RUNWAY CAPACITY

Based upon the input factors, current and future hourly capacities for the various operational scenarios at Oxnard Airport were determined. The hourly operational capacity during VFR ranges between 98 and 108 operations per hour. During IFR, the hourly capacity of the runway drops to between 58 and 62 operations per hour, and during PVC the capacity drops to 49 operations per hour. This is due to increased spacings required between aircraft during IFR conditions.

As the mix of aircraft operating at an airport changes to include a higher percentage of large aircraft (weighing over 12,500 pounds), the hourly capacity of the system declines. As indicated on **Table 3D**, the percentages of Class C aircraft will increase with the planning horizon activity milestones. This results in a decline in the hourly capacity.

TABLE 3D
Aircraft Operational Mix - Capacity Analysis
Oxnard Airport

Aircraft Classification	Current	Short Term	Intermediate Term	Long Term
VFR				
Classes A & B	87%	85%	83%	81%
Class C	13%	15%	17%	19%
Class D	0%	0%	0%	0%
IFR				
Classes A & B	70%	68%	65%	63%
Class C	30%	32%	35%	37%
Class D	0%	0%	0%	0%
Touch-and-Go's	33%	32%	30%	28%

Definitions:
- Class A: Small single engine aircraft with gross weight of 12,500 pounds or less.
- Class B: Small twin-engine aircraft with gross weight of 12,500 pounds or less.
- Class C: Large aircraft with gross weights over 12,500 pounds up to 300,000 pounds.*
- Class D: Large aircraft with gross weights over 300,000 pounds.*

* OXR's published pavement strength is 70,000 pounds.

The weighted hourly capacity reflects the average capacity of the airfield taking into account VFR, IFR, and PVC conditions. The current and future weighted hourly capacities are depicted in **Table 3E**. At Oxnard Airport, the current weighted hourly capacity is 84 operations. This is expected to decline to 78 operations in the long term. This is still well above the design hour of 57 operations expected in the long term.

ANNUAL SERVICE VOLUME

The weighted hourly capacity is utilized to determine the annual service volume in the following equation:

$$ASV = C \times D \times H$$

- C = weighted hourly capacity;
- D = ratio of annual demand to the average daily demand during the peak month; and
- H = ratio of average daily demand to the design hour demand during the peak month.

The ratio of annual demand to average daily demand (D) was determined to be 304 for OXR. This is expected to remain relatively constant over the long range planning period. The ratio of average daily demand to average peak hour demand (H) was determined to be 6.57. This ratio was also projected to increase slightly to 6.63 by the long term planning horizon.

The current ASV was determined to be 167,000 operations. As mentioned earlier, the percentage of Class C aircraft utilizing the airport is expected to increase as activity increases. This will result in a decline in the annual service volume to 157,000 as operations increase over the planning horizons. With adjusted operations in 2002 totaling over 92,000, the airport is currently at 55 percent of its annual service volume. Long range adjusted annual operations are forecast to reach over 119,000 operations which would be 76 percent of the airport's ASV. **Table 3E** summarizes the airport's ASV over the long range planning horizon.

TABLE 3E
Airfield Demand/Capacity Summary
Oxnard Airport

	PLANNING HORIZON			
	Base Year (2002)	**Short Term**	**Intermediate Term**	**Long Term**
Operational Demand				
Annual (Adjusted)	92,078	99,300	107,500	119,600
Design Hour	42	48	52	57
Operational Capacity				
Annual Service Volume	167,000	163,000	157,000	158,000
Weighted Hourly Capacity	83.7	81.6	77.9	78.4
Delay				
Per Operation (Min.)	0.41	0.50	0.65	0.81
Total Annual (Hrs.)	629	828	1,167	1,612

AIRCRAFT DELAY

As the number of annual aircraft operations approaches the airfield's capacity, increasing amounts of delay to aircraft operations begin to occur. Delays occur to arriving and departing aircraft in all weather conditions. Arriving aircraft delays result in aircraft holding outside the airport traffic area. Departing aircraft delays result in aircraft holding at the runway end until released by air traffic control.

Table 3E summarizes the aircraft delay analysis conducted for Oxnard Airport. Current annual delay is a minimal 629 hours. As an airport's operations increase toward its annual service volume, delay increases exponentially. Analysis of delay factors for the long range planning horizon indicate that annual delay can be expected to reach 1,612 hours. This should still be a very manageable level of delay.

CAPACITY ANALYSIS CONCLUSIONS

This section has examined the capability of the airfield to handle aircraft operations without excessive capacity and delay. **Exhibit 3B** compares annual service volume to existing and forecast operational levels at Oxnard Airport. The current operations level represents 55 percent of the airfield's annual service volume. By the end of the planning period, total annual operations are expected to represent 76 percent of annual service volume. Thus, the airfield has adequate operational capacity for the long range planning horizon.

CRITICAL AIRCRAFT

The selection of appropriate FAA design standards for the development and location of airport facilities is based primarily upon the characteristics of the aircraft which are currently using, or are expected to use, the airport. The critical design aircraft is defined as the most demanding category of aircraft, or family of aircraft, which conducts at least 500 operations per year at the airport. Planning for the type of aircraft use is of particular importance since design standards are used to plan separation distances between facilities. These standards must be considered to ensure the airport operates with maximum safety.

The FAA has established a coding system to relate airport design criteria to the operational and physical characteristics of aircraft expected to use the airport. This airport reference code (ARC) has two components: the first component, depicted by a letter, is the aircraft approach category and relates to aircraft approach speed (operational characteristic); the second component, depicted by a Roman numeral, is the airplane design group and relates to aircraft wingspan (physical characteristic). Generally, aircraft approach speed applies to runways and runway-related facilities, while airplane wingspan primarily relates to separation criteria involving taxiways, taxilanes, and landside facilities.

According to FAA Advisory Circular (AC) 150/5300-13, *Airport Design*, an aircraft's approach category is based upon 1.3 times its stall speed in landing configuration at that aircraft's maximum certificated weight. The five approach categories used in airport planning are as follows:

Category A: Speed less than 91 knots.

Category B: Speed 91 knots or more, but less than 121 knots.

Category C: Speed 121 knots or more, but less than 141 knots.

Category D: Speed 141 knots or more, but less than 166 knots.

Category E: Speed greater than 166 knots.

The airplane design group (ADG) is based upon the aircraft's wingspan. The six ADG's used in airport planning are as follows:

Exhibit 3B
AIRFIELD DEMAND VS. CAPACITY

Group I: Up to but not including 49 feet.

Group II: 49 feet up to but not including 79 feet.

Group III: 79 feet up to but not including 118 feet.

Group IV: 118 feet up to but not including 171 feet.

Group V: 171 feet up to but not including 214 feet.

Group VI: 214 feet or greater.

Exhibit 3C summarizes representative aircraft by ARC.

In order to determine several airfield design requirements, the critical aircraft and critical ARC should first be determined, then appropriate airport design criteria can be applied. This begins with a review of the type of aircraft using and expected to use Oxnard Airport. **Table 3F** provides a projected breakdown of planning horizon operations by airport reference code.

TABLE 3F
Airport Reference Code (ARC) Mix
Oxnard Airport

			ANNUAL OPERATIONS					
	2002		Short Term		Intermediate Term		Long Term	
Reference Code	Ops	%	Ops	%	Ops	%	Ops	%
A, B-I	83,247	90.41	88,022	88.64	93,461	86.94	101,776	85.10
A, B-II	7,903	8.58	9,219	9.28	10,261	9.55	12,002	10.04
A, B-III	220	0.47	977	0.98	2.278	2.12	3,642	3.05
C-I	333	0.36	489	0.49	700	0.65	1,000	0.84
C-II	189	0.21	316	0.32	400	0.37	600	0.50
C-III	6	0.01	12	0.01	30	0.03	50	0.04
D-I	74	0.08	116	0.12	160	0.15	200	0.17
D-II	53	0.06	94	0.09	140	0.13	230	0.19
D-III	53	0.06	60	0.06	70	0.07	100	0.08
Total	92,078	100.00	99,300	100.00	107,500	100.00	119,600	100.00

Note: Operations based upon adjusted ATCT count.

Aircraft in Approach Category C or higher comprise over 700 annual operations currently. C-I has the most with 333 while C-II has 189 operations. There are also operations by aircraft up to D-III, but they do not comprise at least 500 annual operations to be considered the critical ARC.

Consideration must also be given to aircraft at a slower approach speed but larger wingspans. Even at the slower

speeds, the size of the wingspan will determine ground taxiway design standards. The largest ADG utilizing the airport is ADG III. The aircraft in this group currently total an estimated 400 operations. The Dash 8 that was flown on regularly scheduled flights in 2001 is in ADG III. In fact, many short takeoff and landing aircraft (STOL) used for commuter airline purposes have wingspans in ADG III. As long as Oxnard Airport continues as a commuter service facility, the airport should maintain ADG III standards. **For planning purposes, Oxnard Airport should continue to plan based upon the combination of ARC D-II and B-III.**

AIRFIELD CAPABILITIES

The analyses of the operational capacity and the critical design aircraft are used to examine airfield capabilities. This includes runway configuration, runway length, pavement strength, safety design standards as well as navigational aids, lighting, and marking.

RUNWAY CONFIGURATION

The present single-runway configuration was evaluated based upon its operational capability and wind coverage. The earlier demand-capacity analysis indicated that the runway has adequate operational capacity for the activity that can reasonably be expected over the planning horizons.

The other consideration in the runway's capability involves the orientation for wind coverage. FAA Advisory Circular 150/5300-13, Change 1, **Airport Design**, considers an airport to have adequate wind coverage if aircraft can use it at least 95 percent of the time. The 95 percent wind coverage is computed on the basis of the crosswind component not exceeding 10.5 knots (12 mph) for ARC A-I and B-I; 13 knots (15 mph) for ARC A-II and B-II; and 16 knots (18 mph) for ARC A-III, B-III, and C-I through D-II.

The most recent 10 years of wind data specific to Oxnard Airport at the time of this analysis was 1993-2002. This data is graphically depicted on the wind rose in **Exhibit 3D**. The east-west orientation of Runway 7-25 provides 97.0 percent coverage for 10.5 knot crosswinds. Thus, the existing runway orientation has adequate wind coverage for all sizes and speeds of aircraft.

RUNWAY LENGTH

The evaluation of the operational capabilities of the available runway length is based upon four primary elements including the elevation of the airport, the air temperature, the gradient of the runway, and the operating weight of the aircraft. The airport elevation at Oxnard Airport is 43 feet above mean sea level (MSL). The temperature commonly used for design is the mean maximum daily temperature during the hottest month. According to the National Weather Service, that occurs in August and September and is 75.0 degrees Fahrenheit (F). The elevation varies by 11 feet from its high (43 feet) to its low

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A-I

Beech Baron 55
Beech Bonanza
Cessna 150
Cessna 172
Piper Archer
Piper Seneca

B-I
less than 12,500 lbs.

Beech Baron 58
Beech King Air 100
Cessna 402
Cessna 421
Piper Navajo
Piper Cheyenne
Swearingen Metroliner
Cessna Citation I

B-II
less than 12,500 lbs.

Super King Air 200
Cessna 441
DHC Twin Otter

B-I, II
over 12,500 lbs.

Super King Air 300
Beech 1900
Jetstream 31
Falcon 10, 20, 50
Falcon 200, 900
Citation II, III, IV, V
Saab 340
Embraer 120

A-III, B-III

DHC Dash 7
DHC Dash 8
DC-3
Convair 580
Fairchild F-27
ATR 72
ATP

C-I, D-I

Lear 25, 35, **55**
Israeli Westwind
HS 125

C-II, D-II

Gulfstream II, **III**, IV
Canadair 600
Canadair Regional Jet
Lockheed JetStar
Super King Air 350
Embraer 132

C-III, D-III

Boeing Business Jet
B 727-200
B 737-300 Series
MD-80, DC-9
Fokker 70, 100
A319, A320
Gulfstream V
Global Express

C-IV, D-IV

B-757
B-767
DC-8-70
DC-10
MD-11
L1011

D-V

B-747 Series
B-777

Note: Aircraft pictured is identified in bold type.

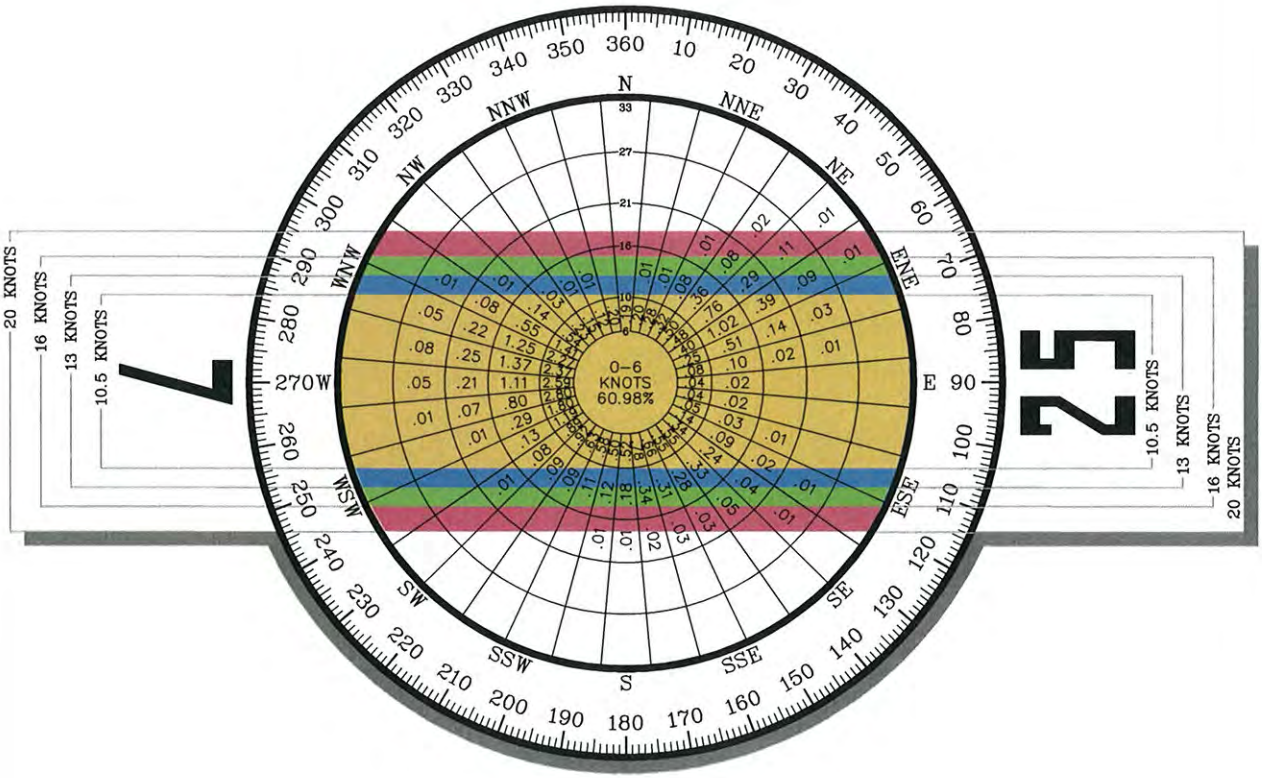
OXNARD AIRPORT

Exhibit 3C
AIRPORT REFERENCE CODES

02MP10-3D-04/30/03

ALL WEATHER WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 7–25	*97.05%*	*98.64%*	*99.69%*	*99.93%*



Magnetic Variance
13° 41' East (April 2003)
Annual Rate of Change
2.31' West (April 2003)

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Point Mugu Naval Air Station
Point Mugu, California

OBSERVATIONS:
78,602 All Weather Observations
1989 – 1998

OXNARD AIRPORT

Exhibit 3D
ALL WEATHER WIND ROSE

(32 feet) for a runway gradient of 0.18 percent.

The critical aircraft for runway length at Oxnard Airport are business jets. The turboprop aircraft used by the commuter airlines generally require less runway length than jets. The introduction of regional jets into many commuter airline fleets has changed at many airports. Regional jet service that would require either additional runway length or runway weight-bearing capacity at Oxnard Airport is not a consideration of this master plan.

The aircraft load is dependent upon the payload of passengers and/or cargo, plus the amount of fuel on board. For departures, the amount of fuel varies depending upon the length of a nonstop flight, or trip length. This can vary for commuter and general aviation aircraft. As a result, the runway requirements for each are evaluated to determine the critical length for Oxnard Airport.

Table 3G outlines the runway length requirements for various classifications of general aviation aircraft at Oxnard Airport. These were derived utilizing the FAA Airport Design Computer Program for **Runway Lengths Recommended for Airport Design.** These runway lengths are based upon groupings or "families" of aircraft. As discussed earlier, the runway design required should be based upon the most critical family with at least 500 annual operations.

TABLE 3G
Runway Length Requirements
Oxnard Airport

AIRPORT AND RUNWAY DATA	
Airport elevation	43 feet
Mean daily maximum temperature of the hottest month	75.0 F
Maximum difference in runway centerline elevation	11 feet
Wet runway	
RUNWAY LENGTHS RECOMMENDED FOR AIRPORT DESIGN	
Small airplanes with less than 10 passenger seats	
75 percent of these airplanes	2,400 feet
95 percent of these airplanes	2,900 feet
100 percent of these airplanes	3,500 feet
Small airplanes with 10 or more passenger seats	4,000 feet
Business jets of 60,000 pounds or less	
75 percent of these airplanes at 60 percent useful load	5,300 feet
75 percent of these airplanes at 90 percent useful load	6,600 feet
100 percent of these airplanes at 60 percent useful load	5,500 feet
100 percent of these airplanes at 90 percent useful load	7,300 feet

REFERENCE: Chapter 2 of AC 150/5325-4A, **Runway Length Requirements for Airport Design**, no Changes included.

Small aircraft are defined as aircraft weighing 12,500 pounds or less. Small airplanes make up the vast majority of general aviation activity at OXR as they do at most nonhub airports. While piston-powered aircraft make up the majority of the small airplane operations, there are several turboprops, and even some business jets, that can be characterized as small airplanes.

Runway 7-25 is 5,950 feet long. As is evident from the table, this is adequate to accommodate business jets for at least shorter haul flights (60 percent useful load). The length is not adequate to accommodate many business jets on longer haul flights (90 percent useful load). Most destinations for business jets departing from Oxnard Airport are in the western United States, although recent flight plan records indicate non-stop destinations as far east as Chicago.

PAVEMENT STRENGTH

An important feature of airfield pavement is the ability to withstand repeated use by aircraft of significant weight. Runway 7-25 is strength-rated at 50,000 pounds single wheel loading (SWL) and 70,000 pounds dual wheel loading (DWL).

The Embraer 120 turboprop aircraft currently utilized by United Express (SkyWest) Airlines has a maximum ramp weight of 26,500 pounds on dual wheel gear. Most of the business jets currently utilizing the airport weigh less than 70,000 pounds on dual wheel gear. The Gulfstream V and the Global Express are the largest business jets to visit, but use the airport on an infrequent basis. Infrequent use of an aircraft weighing slightly more than the rated pavement strength will not seriously impact the pavement. The Gulfstream V has a maximum weight of 91,400 pounds on dual wheel gear, while the Bombardier Global Express weighs a maximum of 95,000 pounds. They are not considered the critical aircraft for future planning, so the present pavement strength should be adequate.

RUNWAY SAFETY DESIGN STANDARDS

Runway safety design standards define the widths, and clearances required to optimize safe operations in the landing and takeoff area. These dimensional standards vary depending upon the ARC for each runway. **Table 3H** outlines key dimensional standards for the airport reference codes most applicable to Oxnard Airport. The runway at OXR should currently meet at least C/D-II and A/B-III standards, the airport's current critical ARCs. The following discusses the various standards as they relate to OXR.

Runway Width

The runway width is currently 100 feet, with paved shoulders of 10 feet or more. This meets the design standards for both B-III and D-II.

TABLE 3H
Airfield Design Standards
Oxnard Airport

Airport Reference Code	Current Dimensions (ft.)	B-III Standard (ft.)	C-II Standard (ft.)
Runway Width	100	100	100
Runway Safety Area			
Width	500	400	500
Length Beyond End	720	**800**	**1,000**
Runway Object Free Area			
Width	700	**800**	**800**
Length Beyond End	720	**800**	**1,000**
Runway Blast Pad			
Width	N/A	140	120
Length	N/A	200	150
Runway Centerline to:			
Holding Position	250	200	250
Parallel Taxiway	365	350	**400**
Taxiway Width	75	50	35
Taxiway Centerline to:			
Fixed or Movable Object	135	93	65.5
Parallel Taxilane	N/A	152	105
Taxilane Centerline to:			
Fixed or Movable Object	N/A	81	57.5
Parallel Taxilane	N/A	140	97
Runway Protection Zones - One mile or greater visibility			
Inner width	500	500	500
Length	1,700	1,700	1,700
Outer width	1,010	1,010	1,010
Category I			
Inner Width	1,000	1,000	1,000
Length	2,500	2,500	2,500
Outer Width	1,750	1,750	1,750

Note: Dimensions in bold indicate that design standard exceeds the current dimensions on the airport.

Runway Safety Area

The single-most critical design standard is the runway safety area. FAA Advisory Circular (AC) 150/5300-13 defines the runway safety area (RSA) as, "A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot or excursion from the runway." According to the AC, the RSA shall be:

1) cleared and graded and have no potentially hazardous ruts, depressions, or other surface variations;
2) drained by grading or storm sewers to prevent water accumulation;
3) capable, under dry conditions, of supporting aircraft rescue and firefighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft; and
4) free of objects, except for objects that need to be located in the safety area because of their function.

Approach Categories C and D have the most extensive standards for the RSA. OXR meets the RSA width standard of 500 feet. The extended RSA to the west of the runway meets the full standard of 1,000 feet, but the extended RSA to the east of the runway does not. There is presently 720 feet of RSA beyond the east end of the runway. This is 280 feet short of the design standard.

Runway Object Free Area

A related standard to the RSA is the runway object free area (ROFA) which is defined as, "A two dimensional ground area surrounding runways, taxiways, and taxilanes which is clear of objects except for objects whose location is fixed by function." Except where precluded by other clearing standards, it is acceptable to place objects that need to be located in the ROFA for air navigation purposes or aircraft ground maneuvering purposes, and to taxi and hold aircraft in the ROFA. Objects nonessential for air navigation or aircraft ground maneuvering purposes are not to be placed in the ROFA.

As with the RSA, Approach Categories C and D standards are the most demanding with a width of 800 feet and an extended length of 1,000 feet beyond the runway end. The airport's north property line is located 300 feet north of the runway centerline, resulting in a 100-foot encroachment into the width of the ROFA. The west end of the runway meets the extended ROFA standard, but the east end has an extended ROFA of 720 feet.

Runway Centerline Separations

The dimensional standards for separations of aircraft on the ground from the runway centerline include the hold position and parallel taxiway separation. The holding positions at 250 feet are adequate for D-II. The parallel taxiway centerline is located 365 feet from the runway centerline. This does not meet the Approach Categories C and D standard of 400 feet.

Taxiway Standards

As indicated earlier, the Airplane Design Group (ADG) sets the taxiway standards. The current taxiway width of 75 feet exceeds the design standard for ADG III. Key taxiway separation requirements include the distance to fixed or movable objects. The minimum separation available is 135 feet. This exceeds the design standard of 93 feet for ADG III.

Runway Protection Zones

The runway protection zone (RPZ) is defined as an area off the runway end to enhance the protection of people and property on the ground. The RPZ is a trapezoidal shape varying in size depending upon approach minimums and the approach category of the design aircraft. For a runway with a precision instrument approach the RPZ is 1,000 feet x 2,500 feet x 1,750 feet. For runways with approach minimums of one mile visibility or more, the RPZ is 500 feet x 1,700 feet x 1,010 feet for Approach Categories C and D aircraft.

TAXIWAYS

Taxiways facilitate aircraft movements to and from the runway system. Some taxiways are necessary simply to provide access between the aprons and runways, whereas other taxiways become necessary as activity increases at an airport to provide safe and efficient use of the airfield.

As detailed in Chapter One, Runway 7-25 is served by a full length parallel taxiway, and five exit/entrance taxiways on the south side of the runway. With all the landside facilities currently being located on the south side of the airport, the parallel taxiway meets the circulation needs.

NAVIGATIONAL APPROACH AIDS

Navigational aids provide two primary services to airport operations, precision guidance to specific runway and/or non-precision guidance to a runway or the airport itself. The basic difference between a precision and non-precision navigational aid is that the former provides electronic descent, alignment (course), and position guidance, while the non-precision navigational aid provides only alignment and position location information. The necessity for such equipment is usually determined by design standards predicated on safety considerations and operational needs. The type, purpose, and volume of aviation activity expected at the airport are factors in the determination of the airport's eligibility for navigational aids.

The advancement of technology has been one of the most important factors in the growth of the aviation industry in the twentieth century. Many of the civil aviation improvements have been derived and enhanced from initial development for military purposes. The use of orbiting satellites to confirm an aircraft's location is one of the latest military developments to be made available to the civil aviation community.

Global positioning systems (GPS) use multiple satellites to derive an aircraft's location by a triangulation method. The accuracy of these systems has been remarkable, with initial degrees of error of only a few meters. As the technology improves, it is anticipated that GPS may be able to provide accurate enough position information to allow Category II and III precision instrument approaches, independent of any existing ground-based navigational facilities. In addition to the navigational benefits, it has been estimated that GPS equipment will be much less costly than existing precision instrument landing systems.

Currently, the best minimums to Oxnard Airport are provided by the ILS approach to Runway 25. This approach provides weather minimums down to 300-foot AGL cloud ceilings and one-mile visibility. The only published approach to Runway 7 is provided by a GPS approach with a 500-foot ceiling and one mile visibility for Approach Categories A and B aircraft, and 500 feet and 1-1/4-mile visibility for Category C. Category D minimums on Runway 7 are 500 feet and 1-1/2 miles.

While this is adequate for most current operations, improved minimums can enhance the safety of the airport and minimize flight cancellations. If opportunities to reduce minimums to 3/4- or ½-mile become available with GPS, they should be considered for Oxnard Airport.

Visual glide slope indicators provide visual descent guidance information during approach. There are two forms of these aids that have been regularly installed by the FAA at airports. They include precision approach path indicators (PAPI) and visual approach path indicators (VASI). Both are in use at OXR. Runway 25 is equipped with PAPI-2 while Runway 7 has VASI-4.

Two types of automated weather observing systems are currently deployed at airports around the country. ASOS (automated surface observing system) and AWOS (automated weather observing system) both measure and process surface weather observations 24 hours a day, with reporting varying from one minute to hourly. The systems provide near real-time measurements of atmospheric conditions.

ASOS is typically commissioned by the National Weather Service or the Department of Defense. AWOS is often commissioned by the Federal Aviation Administration for airports that meet criteria of either 8,250 annual itinerant operations or 75,500 annual local operations. Oxnard Airport currently has an ASOS operating on-site.

OXR is presently served by a federal control tower operated on a contract basis. While hours may change based upon activity, the tower should be adequate for the planning period.

AIRFIELD LIGHTING, MARKING, AND SIGNAGE

Runway approach lighting provides the pilot with a rapid and positive identification of the runway end for final approach. Runway 25 is presently equipped with a medium intensity

approach light system with runway alignment indicator lights (MALSR). The MALSR will also be needed for any improved minimums. A similar system would be needed to achieve lower minimums on Runway 7.

Medium intensity runway edge lighting (MIRL) is currently available along Runway 7-25 and will be adequate for the planning horizons. The taxiway system is lighted with medium intensity taxiway lighting (MITL), and will also be adequate for the planning period. Lighted airfield signage on the primary runway currently meets standards for certificated commercial service airports.

Precision runway marking should be maintained on Runway 25, and will be needed for any approach improvements. The non-precision markings on Runway 7 will be adequate for the current approach. Basic taxiway marking will continue to be adequate.

The airport also has a lighted wind cone and segmented circle which provide pilots with information about wind conditions and the airport traffic pattern. In addition, an airport beacon assists in identifying the airport from the air at night. Each of these facilities should be maintained in the future.

AIRLINE TERMINAL

Components of the terminal area complex include the terminal building, gate positions, and apron area. This section identifies the facilities required to meet the airport's needs through the planning period.

Review of the capacity and requirements for various terminal complex functional areas was performed with the guidance of the FAA Advisory Circular 150/5360-13, **Planning and Design Guidelines for Airport Terminal Facilities**. Facility requirements were updated to reflect the planning horizon milestones for enplanements. This included the current level (23,000) as well as milestone levels of 35,000, 45,000, and 60,000 annual enplaned passengers.

Airline terminal capacity and requirements were developed for the following functional areas:

- Airline Ticketing and Operations
- Security Screening
- Gates and Hold Areas
- Baggage Claim
- Terminal Services

The methodology utilized in the analysis involves the design hour passenger demands and comparison of those demands with the existing facilities. **Table 3J** presents the existing terminal building space and compares it to the space necessary to accommodate each of the planning horizon levels. In general, it was found that the current 12,250 square-foot terminal should be marginally adequate through the intermediate planning horizon of 45,000 enplanements.

TABLE 3J
Terminal Building Requirements (square feet unless noted)
Oxnard Airport

		Enplanement Milestones			
	Available	**Current**	**35,000**	**45,000**	**60,000**
AIRLINE TICKETING AND OPERATIONS					
Counter Frontage (l.f.)	30	12	18	18	24
Counter Area	240	120	180	180	240
Counter Queue	240	180	270	270	**360**
Lobby Area	1,500	1,140	**1,630**	**2,010**	**2,380**
Airline Operations	1,060	960	**1,440**	**1,440**	**1,920**
SECURITY					
Checked Baggage Search	180	120	170	**210**	**250**
Screening Station (#)	1	1	1	1	1
Screening Area	440	**600**	**600**	**600**	**600**
TSA Office	620	400	400	400	400
DEPARTURE HOLD AREA					
Aircraft Positions/Gates	2	2	2	3	3
Hold Area	420	420	**600**	**710**	**880**
BAGGAGE CLAIM					
Claim Display (l.f.)	40	24	34	40	**50**
Display Area	100	**120**	**170**	**200**	**250**
Lobby Area	1,200	630	900	1,110	**1,320**
Bag Input	120	**230**	**330**	**400**	**480**
RENTAL CAR					
Counter Frontage (l.f.)	40	16	24	28	34
Counter/Office	850	320	480	560	680
Queue Area	320	100	140	170	200
TERMINAL SERVICES					
Food and Beverage	3,050	760	1,100	1,300	1,600
Shops	0	0	**300**	**380**	**480**
Other Concessions	270	200	200	260	**320**
Restrooms	500	500	500	500	500
TOTAL PROCESSING SPACE	11,110	7,000	9,400	10,500	**12,900**
Circulation/Mech./Util.	1,140	1,000	1,400	1,600	**1,900**
TOTAL TERMINAL PROGRAM	12,250	8,000	10,800	12,100	**14,800**

Note: Figures in bold indicate that the requirement exceeds the space presently available.

GENERAL AVIATION (GA) FACILITIES

General aviation facilities are those used for handling general aviation aircraft, passengers, and cargo while on the ground. To identify GA capabilities, the following types of facilities normally associated with general aviation terminal areas are examined:

- Hangars
- Aircraft Parking Apron
- General Aviation Terminal Services

HANGARS

The demand for hangar facilities typically varies with the number and type of aircraft based at the airport. Hangar facilities are generally classified as T-hangars (including port-a-ports), executive/corporate hangars, and conventional hangars. Conventional hangars are typically larger, multi-use hangars that may also be utilized for fixed base operator (FBO) purposes. Conventional hangars can hold a varying number of aircraft depending upon size and parking arrangements. The different types of hangars offer varying levels of privacy, security, and protection from the elements.

While weather extremes in Oxnard are not considered severe, the airport's close proximity to the ocean can still have an effect on hangar decisions. Moist, salty air can be corrosive to aircraft with prolonged exposure. At Oxnard Airport, most of the based aircraft stored on the ramp are Aspen's helicopters.

It is anticipated that most based aircraft will continue to be stored in hangars over the planning horizons. The resulting facility demand for each planning horizon is shown on **Table 3K**. The new Hangar One is included in the available totals. It is estimated that 80 percent of the 20,000 square-foot hangar will be available for aircraft storage. A lease for 20 additional executive hangars has also been approved. Timing is less certain, so they are not included as currently available.

The next step in the process of determining hangar requirements involves estimating the area necessary to accommodate the required hangar space. The T-hangars and port-a-ports at OXR average 1,200 square feet per hangar space. The executive hangars at OXR average 2,500 square feet per aircraft. Planning figures for conventional hangars suggest an area of 1,200 square feet for piston and rotary aircraft, and 2,500 square feet for turbine aircraft. These figures were applied to the aircraft to be hangared. Requirements for maintenance and shop hangar area were estimated at 150 square feet per based aircraft.

Table 3K compares the existing hangar availability to the future hangar demand. The new Hangar One and the previously approved lease for 20 additional executive hangars will assist in meeting future hangar needs.

TABLE 3K
Hangar Storage Requirements
Oxnard Airport

		PLANNING HORIZONS			
	Available	**Current**	**Short Term**	**Inter-mediate**	**Long Term**
Based Aircraft					
Piston		128	133	137	143
Turbine		2	4	7	12
Rotor		12	13	14	15
Total Based Aircraft		142	150	158	170
Hangar Storage Capacity*					
Shade/T-Hangars*	104	104	104	104	104
Executive Hangars*	20	26	32	38	40
Conventional Hangars*	22	2	3	4	14
Total Hangar Capacity	146	132	139	146	158
Hangar Area Requirements					
T-Hangars (s.f.)	124,800	124,800	124,800	124,800	124,800
Executive (s.f.)	41,000	65,000	70,000	75,000	82,500
Conventional. (s.f.)	36,000	2,900	4,900	7,400	27,200
Service Hangar Area (s.f.)	19,600	21,300	22,500	23,700	25,500
Total Hangar Area (s.f.)	221,400	213,500	222,200	230,900	260,000

* Indicates number of aircraft (stored or to be stored) in this type of hangar.

GA PARKING APRON

Parking apron should be provided for at least the number of locally-based aircraft that are not stored in hangars, as well as transient aircraft. Although most will prefer hangars, a small number of based aircraft owners may still prefer ramp storage over the long range. FAA planning criterion of 350 square yards per tie-down was used to estimate the ramp area that would be needed for based fixed-wing aircraft. Based helicopter spaces were estimated at 450 square yards per aircraft. The number of local tie-downs and ramp space for the planning period is presented in **Table 3L.**

FAA Advisory Circular 150/5300-13 suggests a methodology by which transient apron requirements can be determined as 17.5 percent of busy-day itinerant operations. Planning criterion of 600 square yards per aircraft was applied to the number of transient positions to determine transient apron area. The transient apron space ratio is higher than that of the local apron, because it serves a larger variety of aircraft and is typically designed for taxi-through parking spaces.

The results of this analysis are presented in **Table 3L**. While there are currently 48 marked tie-downs, there are approximately 58,000 square yards

of GA parking apron located around the airport. As shown in the table, the existing apron area should be adequate through the planning horizons.

TABLE 3L
GA Apron Requirements
Oxnard Airport

		PLANNING HORIZONS			
	Available	**Current**	**Short**	**Intermediate**	**Long**
Non-hangared Fixed-Wing		2	2	2	2
Non-hangared Rotorcraft		8	9	10	10
Busy Day Itinerant Operations		186	218	238	271
Local Ramp Positions	NA	10	11	12	12
Transient Ramp Positions	NA	33	38	42	47
Total Ramp Positions	48	43	49	54	59
Apron Area (s.y.)	58,000	24,100	27,600	30,400	33,400

GA TERMINAL SERVICES

The general aviation facilities are often the first impression of the community that corporate officials and vacationers will encounter. General aviation terminal facilities at an airport provide space for passenger waiting, pilots' lounge and flight planning, concessions, management, storage, and various other needs. This can be accommodated in a single facility or spread throughout several fixed base operators.

The methodology used in estimating general aviation terminal facility needs was based upon the number of airport users expected to utilize general aviation facilities during the design hour.

Space requirements for terminal facilities were based on providing 120 square feet per design hour itinerant passenger. Space within the offices of the fixed base operator is used for general aviation terminal facilities.

Table 3M outlines the space requirements for general aviation terminal services at Oxnard Airport through the long term planning horizon. The general aviation terminal facilities were undersized prior to the replacement of Hangar One. Now, it will be generally sufficient through the long term.

TABLE 3M
GA Terminal Services Requirements
Oxnard Airport

		PLANNING HORIZONS			
	Available	**Current**	**Short Term**	**Intermediate**	**Long Term**
Itinerant Operations					
Annual		44,822	48,200	52,900	60,200
Design Hour		24	26	28	32
Pax/OP		1.9	2.0	2.1	2.3
Des. HR Pax		46	52	59	74
Terminal Space (s.f.)	8,600	5,500	6,300	7,100	8,800

TERMINAL ACCESS AND PARKING

The airport's ground access and parking system begins with the off-airport access route, and extends to the on-airport access and circulation, as well as the interface at the terminal curb and vehicle storage in the parking lots.

AIRPORT ACCESS ROUTES

With all aviation-related facilities located on the south side of the airfield, Fifth Street is the primary access to the airport. The east-west roadway intersects with four-lane, arterial roadways that run north-south at either end of the airport. At the east signalized intersection with Ventura Road, Fifth Street is also four lanes divided with left turn lanes. As it extends to the west in front of the FBO facilities, Fifth Street reduces to two lanes plus a center turn lane. It remains in this configuration for approximately 1,500 feet before widening to a divided four-lane once more on the approach to the terminal entrance road. There are left turn lanes at the terminal entrance as well as at the signalized intersection with Patterson Road. West of Patterson Road, Fifth Street again narrows to two lanes before widening back to four lanes on the approach to the intersection with Victoria Boulevard at the west end of the airport.

Patterson Road is a secondary access option to the airport. Patterson Road is also a four-lane roadway that begins at the airport and extends south to Channel Islands Boulevard.

According to City of Oxnard traffic counts from July 2001, Fifth Street handles 16,800 vehicles per day east of Patterson Road and 9,200 vehicles per day west of Patterson Road. Patterson Road, south of Fifth Street, carries 9,000 vehicles per day. While the current road system will be adequate to meet the airport's needs, other development along Fifth Street will likely require that the rest of this roadway be developed to four lanes, divided with left turn lanes.

The terminal access road system consists of a two-lane, one-way road system extending from Fifth Street north to the terminal building, then west along the front of the terminal building and parking lot, before ending at an intersection with Patterson Road. Vehicles wishing to return to the terminal either from the access road or the parking lot, must turn onto Patterson Road, left onto Fifth Street, then left onto the terminal access road.

Ideally, a loop road system maintained entirely on airport property would be preferred. Given the airport's Mission Statement and the projected demand, the airport traffic levels are not anticipated to create significant problems for the existing system.

TERMINAL CURB FRONTAGE

The curb element is the interface between the terminal building and the ground transportation system. The length of curb required for the loading and unloading of passengers and baggage is determined by the type and volume of ground vehicles anticipated in the peak period on the design day.

A typical problem for terminal curb capacity is the length of dwell time for vehicles utilizing the curb. At airports where the curb front has not been strictly patrolled, vehicles have been known to be parked at the curb while the driver and/or riders are inside the terminal checking in, greeting arriving passengers, or awaiting baggage pick-up. With most curbs not designed for vehicles to remain curbside for more than two to three minutes, capacity problems can ensue. Since the events of September 11, 2001, commercial service airports police the curb-front much more strictly for security reasons. This alone, has reduced the curb-front capacity problems at most airports.

At OXR, the terminal roadway provides one lane for loading and unloading of passengers. The curb frontage is approximately 160 feet in length. **Table 3N** presents the curb frontage requirements for the planning horizons. The available curb length should be adequate through the long term planning horizon.

VEHICLE PARKING

Airline Passenger Terminal

Vehicle parking in the airline passenger terminal area of the airport includes those spaces utilized by passengers, visitors, and employees of the airline terminal facilities. Parking spaces are classified as public, employee, and rental car.

Public parking is located in a surface lot immediately south of the terminal building. This parking lot contains 256 spaces including 36 rental car ready/return spaces. The 220 public spaces include 26 short term spaces where parking is limited to two hours or less.

Table 3N presents the parking demand for the planning horizons. A standard ratio of 4.0 spaces per 1,000 annual enplanements was utilized for this analysis. Short term parking typically comprises 15 percent of the public

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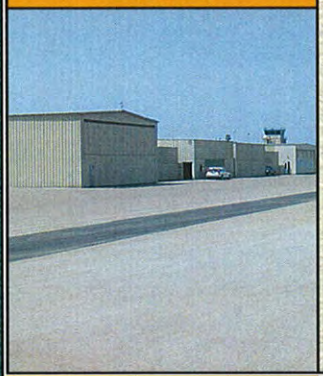
CATEGORY	EXISTING	SHORT TERM	LONG RANGE
RUNWAYS 	**Runway 7-25** 5,950' x 100' Displaced Threshold: 1,372' (25) 70,000# DWL	**Runway 7-25** Same	**Runway 7-25** Same
TAXIWAYS 	**Runway 7-25** Full Length Parallel 75' Wide Five Exits	**Runway 7-25** Same	**Runway 7-25** Same
NAVIGATIONAL AIDS 	Federal Control Tower (FCT) ASOS **Runway 7-25** ILS (25) GPS VASI-4 (7) PAPI-2 (25) VOR/DME	Federal Control Tower (FCT) ASOS **Runway 7-25** Same	Federal Control Tower (FCT) ASOS **Runway 7-25** CAT I GPS VASI-4 (7) PAPI-2 (25)
LIGHTING AND MARKING 	Wind Cone Segmented Circle Airport Beacon, MITL **Runway 7-25** MIRL MALSR (25) Precision Marking	Wind Cone Segmented Circle Airport Beacon, MITL **Runway 7-25** Same	Wind Cone Segmented Circle Airport Beacon, MITL **Runway 7-25** MIRL MALSR Precision Marking

OXNARD AIRPORT

Exhibit 3E
AIRFIELD FACILITY REQUIREMENTS

02MP10-3F-4/17/03

CATEGORY	AVAILABLE	CURRENT	SHORT TERM	INTERMEDIATE	LONG RANGE
HANGARS					
					
Conventional Hangars	±22	2	3	4	14
T-Hangars	104	104	104	104	104
Executive Hangars	20	26	32	38	40
Total	**146**	**132**	**139**	**146**	**158**
APRON TIE-DOWNS					
					
Aircraft Positions	48	43	49	54	59
Area (sq. yds.)	58,000	34,000	38,900	42,400	47,600
TERMINAL					
					
Airline Gross Area (sq. ft.)	12,250	8,000	10,800	12,100	14,800
Aircraft Gate Positions	2	2	2	3	3
General Aviation Gross Area (sq. ft.)	8,600	5,500	6,300	7,100	8,800
AUTO PARKING					
					
Public Airline	220	80	140	180	240
Employee	43	21	28	34	42
Rental					
• Ready/Return	56	27	39	45	54
• Service/ Storage (ac)	0.5	0.3	0.4	0.5	0.7
General Aviation	186	95	105	116	138

OXNARD AIRPORT

Exhibit 3F
LANDSIDE FACILITY REQUIREMENTS

OXNARD AIRPORT

Chapter Four
ALTERNATIVES

CHAPTER FOUR

ALTERNATIVES

The previous chapter evaluated the ability of the airside and landside facilities to satisfy a demand potential reflective of the mission statements for both Oxnard Airport and the Ventura County Department of Airports. The next step in the planning process is to consider the ways that these limited needs can be provided.

The facility considerations for Oxnard Airport (OXR) can be categorized into two functional areas: The **airside** (airfield) and **landside** (terminal, hangars, apron, and auto parking). Within each of these areas, specific facilities are required for safety and security. Others are related to demand that is still likely to be generated within the constraints of the mission statements. Although each functional area is treated separately, planning must integrate the individual requirements so they complement one another.

As indicated in the introduction, this Master Plan has the specific objective of reexamining the recommended direction of the **1996 Draft Master Plan**. This will include incorporating changes where conditions and circumstances may have invalidated the previous recommendations. Still valid concepts may be retained while new concepts are developed for those concepts that are either no longer valid or considered to be unacceptable or unworkable. Thus, the discussions of this chapter lead off with a review of the **1996 Draft Master Plan**.

REVIEW OF 1996 DRAFT MASTER PLAN

The **1996 Draft Master Plan** was developed based upon a premise of serving reasonable growth in aviation demand in the Ventura County area. The study recognized the basic limitations of Oxnard Airport and examined means by which it could continue to operate as a safe, efficient facility that served its reasonable share of area aviation demand.

The draft plan was also demand-based and was designed to allow the airport to respond to aviation demand as it presented itself. **Exhibit 4A** is a drawing depicting the primary recommendations of the draft plan.

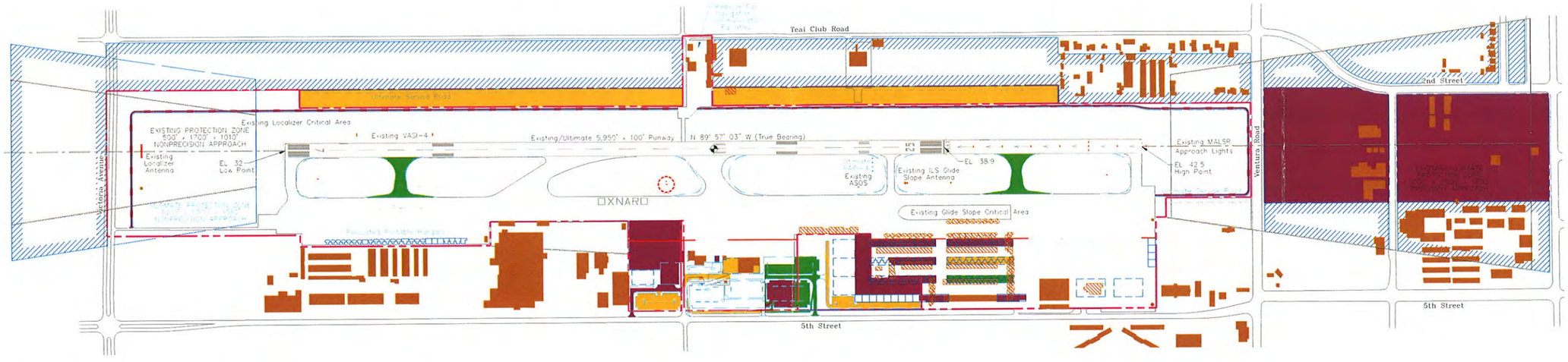
The plan did not call for any change in the runway pavement. Airfield recommendations focused on enhancing safety and approach minimums. This included recommendations to clear and control the runway object free area (OFA) to the extent practical, as well as to establish positive control over the areas within the runway protection zones (RPZs). Other airfield recommendations included improved minimums for both approaches, a perimeter service road, two additional taxiway exits, and pavement maintenance.

An alternative that was considered, but removed from the final recommendations involved relocating the Runway 25 displaced threshold further to the east. This would have provided an additional margin of safety for all landing aircraft as well as improve the landing length on the airport's instrument landing system (ILS) approach. The landing length would have been increased from 4,578 feet to 5,500 feet. This would have served to reduce the number of flight cancellations by the airlines as well as to reduce the number of diversions and delays to the business and corporate aircraft that use the airport.

On the landside, the draft plan included recommendations for passenger terminal and parking improvements that would allow the airport to serve a long-range planning horizon milestone of 130,000 enplanements. This included improvements to the existing terminal building, additional auto parking, and a redevelopment of the terminal access roadway to include an interior loop circulation system. This was designed to keep the terminal's recirculating traffic off of Fifth Street.

In the general aviation areas, the plan recommended a reconfiguration of the T-hangar area over time to provide more clearance from the runway, improve circulation, and increase hangar storage. The plan recommended acquisition of the parcel located between the terminal and the east general aviation area. It showed how the parcel could be developed for corporate aircraft storage and terminal parking and circulation. The plan included locations for a consolidated fuel farm and additional fixed base operator (FBO) development. As with the airfield, pavement maintenance and rehabilitation were also included for the terminal and general aviation aprons.

02MP10-4A-7/29/03



SHORT TERM IMPROVEMENTS (FY 1996-FY 2000)

- Prepare Consolidated Fuel Farm Site
- Construct Fuel Farm/FBO Access Road
- Construct ARFF Shelter
- Construct East Terminal Parking Lot (Phase I)
- Construct Perimeter Service Road
- East RPZ Acquisition Program
- Install PAPI-4 on Runway 7-25
- Hangar Area Taxiway Improvements (Phase I)
- Replace 12-unit with 20-unit T-hangar & relocate 29 port-a-ports and 8 executive hangars

INTERMEDIATE TERM HORIZON IMPROVEMENTS

- Construct Employee/Overflow Parking Lot
- Expand Terminal Building
- Straighten Terminal Access Road
- Construct Terminal Loop Return Lane
- Replace 12-unit with 20-unit T-hangar
- Extend Hangar Area Access Road
- North Property Acquisition Program

LONG RANGE HORIZON IMPROVEMENTS

- Move Terminal Entrance Road East
- Relocate Rental Car Lot
- Extend Parking Lot East
- Construct Two Exit Taxiways
- Replace 12-unit with 20-unit T-hangar

LEGEND

- Short Term Improvements
- Intermediate Term Horizon Improvements
- Long Range Horizon Improvements

0 800 1600

SCALE IN FEET

NORTH

OXNARD AIRPORT

Exhibit 4A
1996 DRAFT AIRPORT
MASTER PLAN

The **1996 Draft Master Plan** and Airport Layout Plan (ALP) contained within never received environmental concurrence from the Ventura County Board of Supervisors, so it was never officially adopted by the County, and subsequently, was never submitted to the Federal Aviation Administration (FAA) for approval of the ALP.

NON-OXR ALTERNATIVES

Alternatives that do not involve improvements at Oxnard Airport include the "No Action" alternative, transferring services to another existing airport, or developing an airport at a different location. The mission statement for the Ventura County Department of Airports recognizes the need for providing "*safe, efficient, and accessible facilities for the provision of general aviation and limited commercial service needs of the citizens of Ventura County.*"

The mission statement also limits "*the development of Camarillo and Oxnard Airports to meet the forecasted needs of general aviation and commuter airline services in a manner that will complement each other.*" It also calls for optimizing "*the use of present airport land, maximize safety, assure financial feasibility, and minimize the negative environmental effects on the surrounding communities.*"

The Oxnard Airport Mission Statement also places "*a strong emphasis on safety, cooperation with neighbors, and responsible flight operations*" while maintaining "*a viable center for air commerce which enhances trade and business for the economic development and transportation needs of the City of Oxnard and Ventura County.*"

While development may be limited, the other aspects of the mission statements render a pure "No Action" alternative impractical. There are several improvements that need to be considered for safety and security, as well as to maintain a viable aviation facility. This leaves only service from another airport as an option to at least limited improvements at Oxnard Airport.

It is not uncommon for those living closest to an airport, such as OXR, to support relocating the facility elsewhere. This has been an issue in the past and will invariably be an issue in the future. Relocating an airport, however, is a complex and expensive task. In addition to a major financial investment, a replacement airport also can require a commitment of extensive land area. Even though the ideal location for a new airport may be undeveloped, the potential for impacts to wildlife habitat, wetlands, farmland, and cultural resources will typically be higher than at an existing airport site. In addition, a new site is also likely to be more distant and less convenient to its users.

The Department of Airport's Mission Statement recognizes that Camarillo and Oxnard Airports should provide services in a manner that complement each other. Transferring services from Oxnard Airport to Camarillo Airport is not considered to be consistent with either mission statement.

The transfer of civil aviation services to Naval Base Ventura County (Pt. Mugu) has been a much discussed issue in Ventura County over the past decade with the uncertainty surrounding base closures. A joint-use feasibility study was conducted in the mid-1990s as a means to show the impact Pt. Mugu could make as a joint-use commercial service/military facility. The study concluded that Pt. Mugu could facilitate scheduled commercial air carrier service.

Recommendations by the Base Realignment and Closure Commission (BRACC), however, spared Pt. Mugu from the closure list. With the events of 9-11 leading to the ongoing war on terrorism and heightened military alert, it does not appear that Pt. Mugu will be closing anytime soon. In addition, there presently appears to be little or no desire expressed on the part of the U.S. Department of Defense to consider Pt. Mugu as a joint-use facility.

As was indicated in Chapter Two, Ventura County generates 5.2 percent of the commercial service passengers in the Los Angeles Basin, but Oxnard Airport serves only 0.1 percent. The **Regional Aviation Plan for 2001** prepared by the Southern California Council of Governments (SCAG) calls for a more decentralized airport system including former miliary bases and joint-use facilities, rather than expanding existing urban airports.

The Oxnard Airport Mission Statement recognizes the fact that the airport is limited in expansion potential, as well as the need to accommodate the commercial service demands generated in Ventura County. As a result the mission statement calls for a continued *"search for a regional airport to serve the air carrier and commercial needs of the City of Oxnard and Ventura County."*

Thus, the relocation of commercial service to another airport remains an alternative to be considered by the County at some point in the future. Even if that movement was to begin immediately, it would likely be a minimum of eight years before the site evaluations, master plan environmental impact reports, property acquisition or release, environmental mitigation, design, and construction were completed and the first commercial service aircraft landed. In the interim, the Oxnard Airport's role is to continue to provide safe and efficient commercial air service to the area.

With or without air service in the future, the purpose and scope of this Master Plan also remains to fulfill the other aspects of the two mission statements. As a result, the remainder of this chapter will focus on the issues and considerations that are a part of maintaining Oxnard Airport as a limited, but viable commercial service aviation facility, at least until a suitable commercial alternative is found. At such time, the airport may continue to serve general aviation needs in the local community.

KEY PLANNING ISSUES

With no plan on the immediate horizon for a regional airport to serve the commercial service needs of Ventura County, the existing Oxnard Airport

must be maintained to accommodate not only local general aviation needs, but also limited commuter airline service in accordance with the mission statements. The previous chapter identified the facility improvements necessary to maintain a limited, but safe, secure, and efficient airport facility. **Exhibit 4B** outlines the key considerations that need to be addressed.

At the top of the list is airport operational safety. The airfield design standards review in the previous chapter indicated the runway does not meet FAA standards for runway safety area (RSA), object free area (OFA), and runway-taxiway separation. In addition, the runway protection zone (RPZ) encompasses several homes and other buildings. Alternatives need to be reviewed to ensure the airport meets the design standards to the extent practical.

Another consideration involves the installation of a blast pad off the east end of Runway 25. Approximately 80 percent of the departures from this airport use this runway. A blast pad would reduce the propensity to scour the turf beyond the runway end due to engine blast from aircraft beginning their takeoff roll. Improved approach minimums to both ends of the runway continue to be desirable.

In the passenger terminal area, security will be an ongoing issue as the airport continues to adapt to new security measures. The terminal building will be marginally adequate for the long-range planning horizon, but could become severely overextended if future changes in security require additional space. Efficiencies within the existing terminal should be considered, as well as a plan to add space if needed to meet future security mandates.

Another issue that is currently being addressed is the aircraft ramp that is currently being used to service and store rental cars. Since this ramp was built with FAA funds, the airport is required to relocate the rental cars elsewhere so the ramp can be used for aviation purposes as originally intended.

With leases for 20 new hangars at the west end of the airport approved, basic aircraft storage needs should be met in the short-to-intermediate term. Consideration should still be given to updating/redeveloping the east FBO and hangar areas. Many of these facilities are aging, thus providing an opportunity to develop a replacement plan that is more efficient.

AIRFIELD CONSIDERATIONS

With the airfield pavements to remain unchanged, the airfield considerations focus on safety, security, and navigational aids. The primary issue is safety. The runway-taxiway system currently does not fully meet FAA design standards for RSA and OFA as outlined in FAA Advisory Circular 150/5300-13, **Airport Design**, through Change 7.

The design standards can also affect any new instrument approach

procedures, such as a reduction in minima. According to Appendix 16 of the above-referenced advisory circular, FAA Order 8260.19, **Flight Procedures and Airspace**, reflects the design standards as the "minimum airport landing surface requirements that must be met prior to the establishment of (new) instrument approach procedures."

The most critical safety design standard is the RSA. A runway safety area analysis is provided below.

RUNWAY SAFETY AREA ANALYSIS

The runway safety area is defined in AC 150/5300-13 as: "A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway."

FAA Order 5300.1F, **Modification of Agency Airport Design, Construction, and Equipment Standards** indicates in Paragraph 6.d. the following:

". . . Runway safety areas at both certificated and non-certificated airports that do not meet dimensional standards are subject to FAA Order 5200.8, **Runway Safety Area Program**. Modifications of Standards are **not** issued for nonstandard runway safety areas."

FAA Order 5200.8 establishes the procedures that the FAA will follow in implementing the Runway Safety Area Program. Paragraph 5 of this Order states:

"The objective of the Runway Safety Area Program is that all RSAs at federally obligated airports . . . shall conform to the standards contained in AC 150/5300-13, **Airport Design**, to the extent practicable."

The Order goes on to indicate in Paragraph 8.b.:

"The Regional Airports Division Manager shall review all data collected for each RSA in Paragraph 7, along with the supporting documentation prepared by the region/ADO for that RSA, and make one of the following determinations:

(1) The existing RSA meets the current standards contained in AC 150/5300-13.

(2) The existing RSA does not meet the current standards, but it is practicable to improve the RSA so that it will meet current standards.

(3) The existing RSA can be improved to enhance safety, but the RSA will still not meet current standards.

(4) The existing RSA does not meet current standards, and it is not practicable to improve the RSA."

Appendix 2 of FAA Order 5200.8 provides the direction for an RSA determination. This includes the alternatives that must be evaluated. Paragraph 3 of Appendix 2 states:

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AIRFIELD CONSIDERATIONS

- Runway Design Standards
  - Runway Safety Area (RSA)
  - Object Free Area (OFA)
  - Runway Protection Zones (RPZ)
- Runway 25 Blast Pad
- Improved Approach Minimums
  - Runway 7
  - Runway 25

TERMINAL CONSIDERATIONS

- Future Security
- Efficiency Improvements
- Move Rental Cars Off Aircraft Ramp (Under Design)

GENERAL AVIATION CONSIDERATIONS

- Redevelop/Modernize FBO/Hangar Areas

OXNARD AIRPORT

Exhibit 4B
AIRPORT IMPROVEMENT CONSIDERATIONS

"The first alternative that must be considered in every case is constructing the traditional graded runway safety area surrounding the runway. **Where it is not practicable to obtain the entire safety area in this manner, as much as possible should be obtained.** Then, the following alternatives shall be addressed in the supporting documentation . . .:

a. Relocation, shifting, or realignment of the runway.

b. Reduction in runway length where the existing runway length exceeds that which is required for the existing or projected design aircraft.

c. A combination of runway relocation, shifting, grading realignment, or reduction.

d. Declared distances.

e. Engineered Materials Arresting Systems (EMAS)."

Exhibit 4C depicts the current extended runway safety areas and object free areas off the ends of Runway 7-25. The RSA extends for the full 1,000 feet off the west end, but the localizer is located just inside the RSA. Ideally, it should be relocated outside the RSA, but the minimal improvement to be gained in the RSA may not justify the cost to relocate the localizer, until such time it needs to be replaced or removed.

The east end has room for only 750 feet of extended RSA. Extending the RSA to the east by 250 feet would require the relocation of Ventura Road, a four-lane arterial roadway. Under the pretext of the mission statements for the airport and the Department of Airports, such an alternative was not considered as prudent or feasible.

The next option is to relocate, shift, or realign the runway. Relocating or shifting the runway would require additional room off the west end of the runway. This would involve relocating Victoria Avenue, which is also a four-lane arterial roadway. Realigning the runway would gain very little room for additional RSA without affecting the same two roadways, plus it has the added cost of rebuilding the entire runway. Subsequently, these alternatives were also considered as neither prudent nor feasible.

A reduction in runway length would leave the airport with less length than it presently has, making it even less suitable to serve the aircraft presently utilizing the airport.

This next option involves the application of declared distances. Declared distances are used by the FAA to define the effective runway length for landing and takeoff when either a displaced or relocated threshold is involved. Declared distances are defined as the amount of runway that is declared available for certain takeoff and landing operations. The four types of declared distances, as defined in FAA Advisory Circular 150/530-13, **Airport Design** are as follows:

Takeoff Run Available (TORA) - The runway length declared available and

suitable for the ground run of an airplane taking off.

Takeoff Distance Available (TODA) - The TORA plus the length of any remaining runway and/or clearway beyond the far end of the TORA.

Accelerate-Stop Distance Available (ASDA) - The runway plus stopway length declared available for the acceleration and deceleration of an aircraft aborting a takeoff.

Landing Distance Available (LDA) - The runway length declared available and suitable for landing.

The most critical distances to the aircraft pilot are the ASDA and the LDA. To accommodate the full RSA off the east end of the runway the threshold must be displaced at least 250 feet to the west. The current landing threshold displacement on Runway 25 is 1,372 feet. Since this is more than is needed to meet the RSA requirements, the LDA for Runway 25 would remain unchanged at 4,578 feet. Since RSA is not needed behind the start of takeoff roll, the ASDA for Runway 25 would remain the full 5,950 foot length.

The displacement for the RSA would affect LDA and ASDA for Runway 7. The minimum displacement would be 250 feet to allow room to maintain the perimeter service road along the fence line and outside the RSA. This would leave an LDA and ASDA of 5,700 feet for landing and departing from the west. Since Runway 7 is used less than 20 percent of the time, the shorter available runway length will have less of an impact on airport users than any further reduction of runway length in the Runway 25 direction.

The resulting recommendation is to continue to maintain the displaced landing threshold to Runway 25 at its present location, but to also mark and light a runway end threshold for Runway 7 at 250 feet from the east end of the runway. This would require distance-to-go markers for Runway 7 to be adjusted accordingly. In addition, the departure threshold lights would need to be moved 250 feet east and the departure threshold marked accordingly. Upon approval, the FAA would publish the declared distances for Runway 7-25 as depicted on **Table 4A**.

The segmented circle is also located within the RSA near midfield, between the runway and parallel taxiway. While the segmented circle and wind sock are on frangible mounts, they do not need to be located within the RSA, and should be relocated if possible. A location near midfield would be preferred. Potential relocation sites will be further examined later in the chapter.

TABLE 4A
Proposed Declared Distances
Oxnard Airport

	Runway 7	Runway 25
LDA	5,700'	4,578'
ASDA	5,700'	5,950'
TORA	5,950'	5,950'
TODA	5,950'	5,950'

The only other objects within the RSA are navigational aids such as the VASI and PAPI, runway lights, and the

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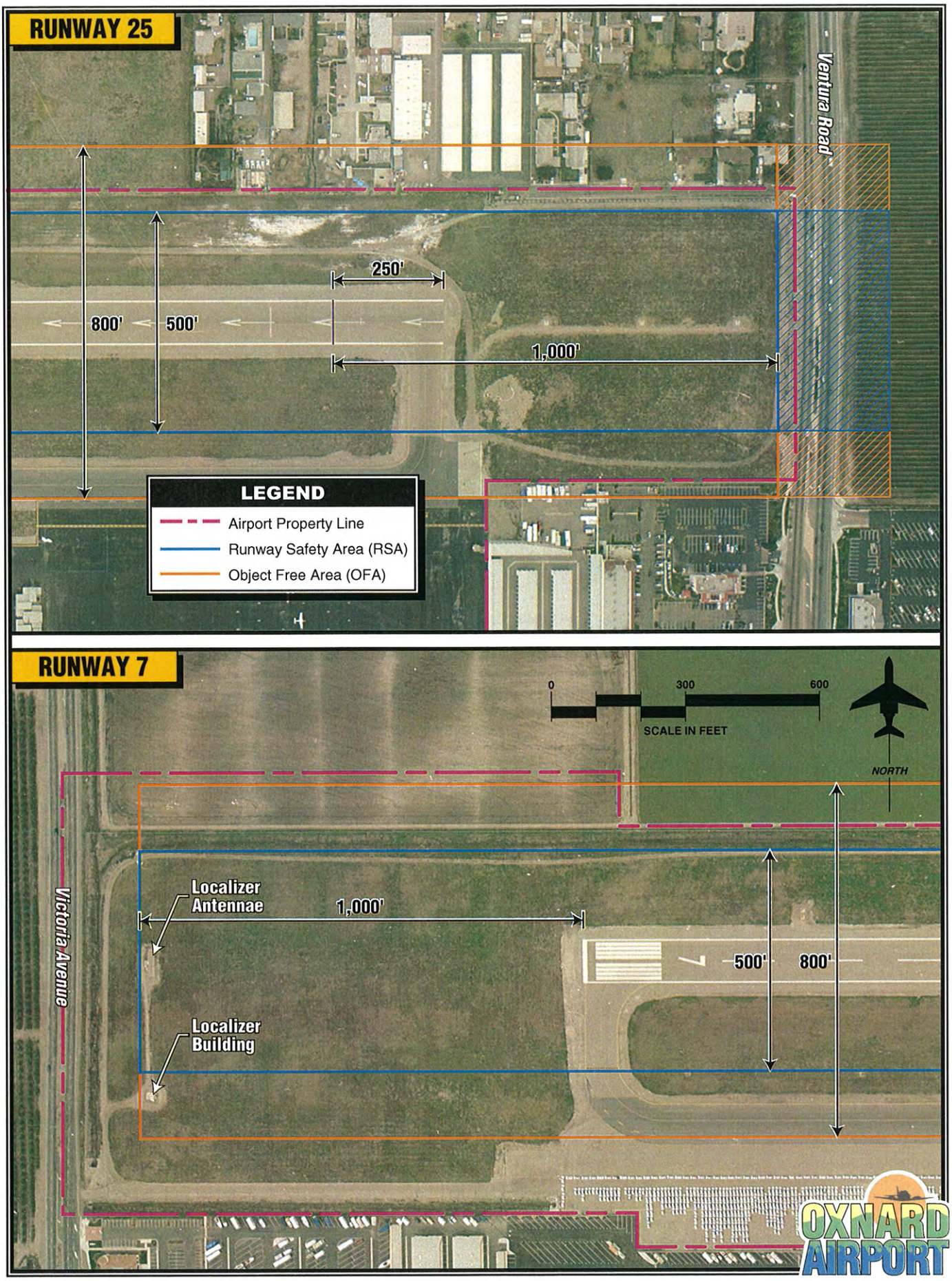

Exhibit 4C
EXTENDED RSA/OFA

MALSR. These are all fixed by their functional purpose, and are on frangible mountings, making them acceptable within the RSA.

RUNWAY OBJECT FREE AREA

Exhibit 4C also depicts the runway object free area (OFA) requirements off the end of each runway. While the OFA standard extends the same distance beyond the runway as the RSA, the OFA is 150 feet wider on each side, for a total width of 800 feet. The OFA must provide clearance of all ground-based objects protruding above the RSA edge elevation unless the object is fixed by purpose serving air or ground navigation.

The remedies for the extended RSA also apply to the extended OFA. The primary OFA concern is along the length of the runway. As shown on **Exhibit 4D**, the OFA along much of the north side and a section of the southeast side of the runway is not within the confines of the airport property. Several residences and off-airport industrial/commercial buildings are within the OFA on the northeast side of the runway. Other areas are in agricultural uses. Portions of the auto and truck parking lots are within the OFA on the southeast side.

Ideally, the Department of Airports should seek to acquire any property that is within the OFA, and remove all objects. In locations where the acquisition of property is not practical, however, the Department of Airports should request a "modification of design standards" from the FAA for the off-airport areas of the OFA that are currently developed. While the modification may be granted, it should be noted that failure to meet the design standard could still preclude obtaining improved approach minima.

The undeveloped agricultural property within the OFA should be acquired to maintain as much of the OFA within airport property as possible. This would comprise approximately 10 acres of property that is presently farmed or undeveloped. Avigation easements should also be considered for all other properties located between the airport and Teal Club Road.

RUNWAY PROTECTION ZONES

As indicated in the previous chapter, the runway protection zone (RPZ) is defined as an area off the runway end to enhance the protection of people and property on the ground. This is achieved through airport sponsor control of the RPZ. Control is preferably exercised through the acquisition of sufficient property interest in the RPZ.

The visibility minimums of the runway approach establish the dimensional standards of the RPZ. The present visibility minimums at Oxnard Airport are one mile or greater for each runway end, even though Runway 25 has an instrument landing system (ILS). Thus, the current RPZs have an inner width of 500 feet, an outer width of 1,010 feet, and are 1,700 feet long beginning two hundred feet behind the end of the runway or displaced threshold. The

RPZs at Oxnard Airport are depicted on **Exhibit 4D.**

Off the west end of the runway, the westernmost 750 feet of the RPZ is outside of the airport's boundaries. This area is presently in agricultural use, a land use that is typically compatible with the RPZ.

The displaced threshold results in the east approach having two RPZs. Both presently have the same dimensions, but the RPZ begins 200 feet behind the displaced threshold, while the departure RPZ begins 200 hundred feet beyond the physical end of the runway. Both RPZs extend beyond the existing airport boundaries, and encompass land uses considered as incompatible with the purpose of the RPZ.

For a Category I instrument approach with visibility minimums less than 3/4 mile, the approach RPZ dimensions are 1,000 feet inner width, 1,750 feet outer width, and 2,500 feet long. Off the west end, this is over compatible agricultural uses. Off the east end, however, are more incompatible uses.

If the airport is to obtain Category I instrument approach minimums, Runway 7 appears to have the best potential. Several obstructions combined with the incompatible uses within the RPZ, could make it difficult to achieve Category I minimums on Runway 25.

PARALLEL TAXIWAY SEPARATION

The present parallel Taxiway A centerline is located 365 feet from the runway centerline. With the present instrument minimums of one mile visibility, this separation exceeds the minimum standard separation of 350 feet. If the runway visibility minimums are improved to less than 3/4 mile, the design standard would increase to 400 feet.

Presently, the distance from the Taxiway A centerline to the closest fixed object is 135 feet. There is a row of tie-downs to the west of the terminal area and two helicopter parking spaces on Aspen Helicopter's ramp that would be closer. The design standard separation for ADG III aircraft is 93 feet. Moving the taxiway out 35 more feet to meet the standard would still leave the closest object 100 feet from the taxiway centerline. **Exhibit 4E** depicts this relocation.

There are other advantages to be gained with the relocation of the parallel taxiway. It would provide more space between the hold lines on the taxiway exits and the parallel taxiway. This would help improve ground circulation.

The primary drawback could be the development cost. While much of the pavement is in place, some of it may have to be rehabilitated to be put back

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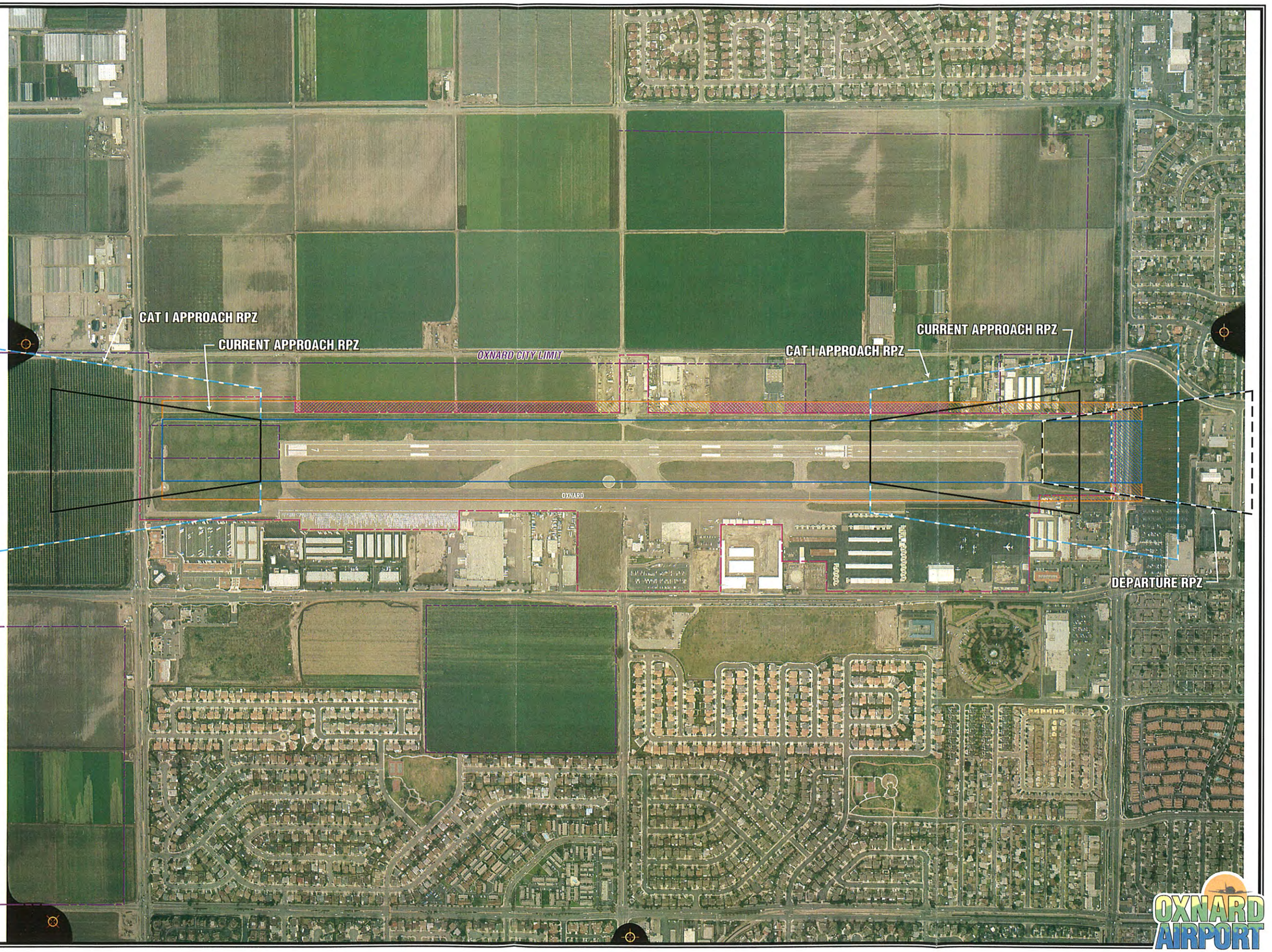
LEGEND

- Airport Property Line
- Object Free Area (OFA)
- Runway Safety Area (RSA)
- Property Acquisition
- OFA Encroachment
- RSA Encroachment



NORTH

0 800 1600

SCALE IN FEET

OXNARD AIRPORT

Exhibit 4D
SAFETY ZONES / PROPERTY CONTROL

02MP10-4E-7/29/03

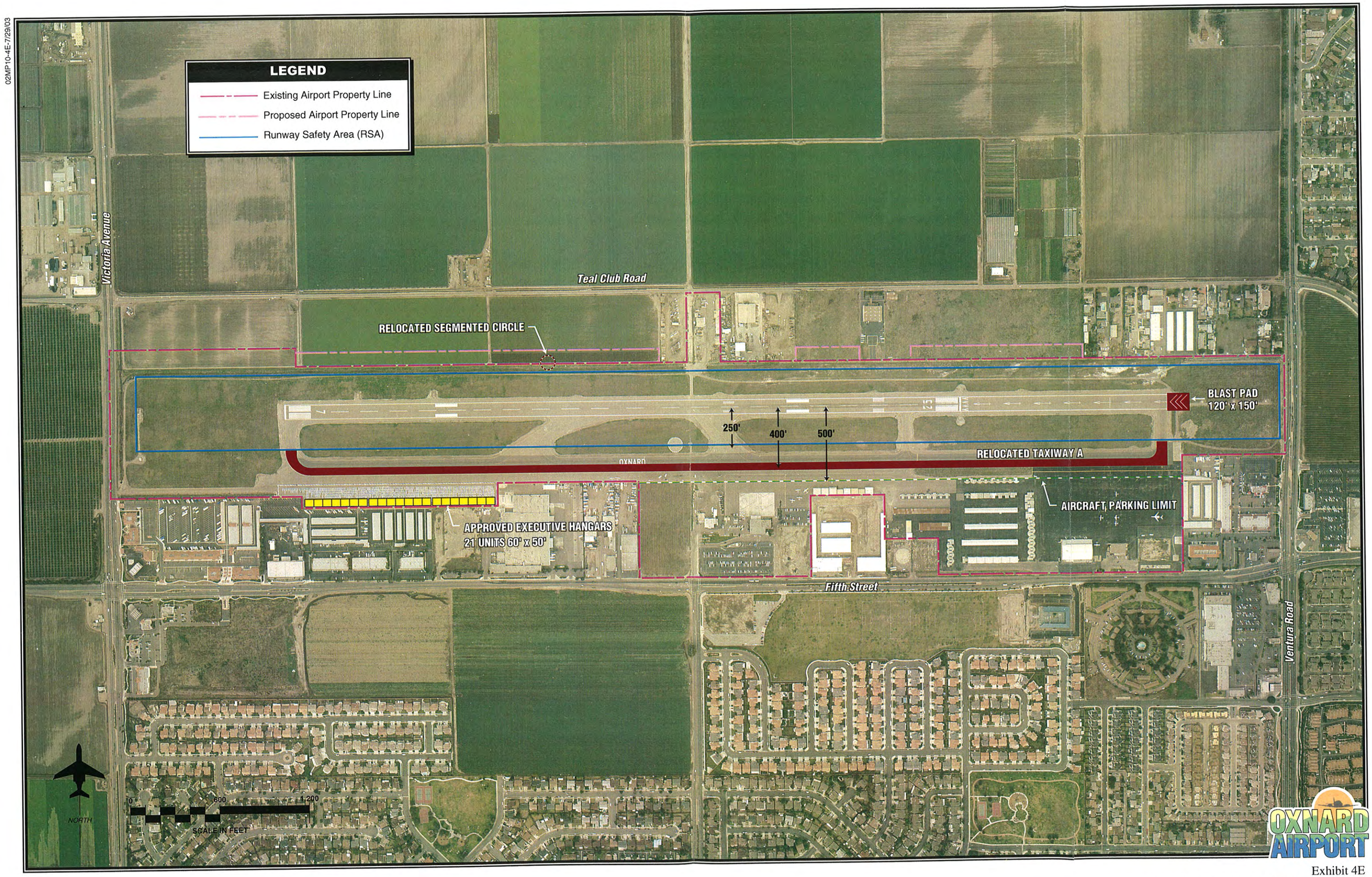


Exhibit 4E
OTHER AIRFIELD CONSIDERATIONS

into service. The drainage system may also need to be modified for the shift in pavement. Several tie-downs, including two of Aspen's helicopter spaces would need to be relocated. The other option would be to request a "modification to standards" from the FAA, if a Category I instrument approach is to be implemented.

OTHER AIRFIELD CONSIDERATIONS

Two other improvements that should be considered for the airfield are the relocation of the segmented circle and the installation of a blast pad beyond the east end of the runway.

The segmented circle presently encroaches upon the RSA and OFA. While it would be preferred to remove the segmented circle entirely outside both areas, there is no suitable location that would not require additional property acquisition. At a minimum, the segmented circle should be relocated from the RSA.

Exhibit 4E depicts a potential location on the north side of the airfield. This location is within the area recommended earlier for property acquisition. The site would be visible from the air, as well as from the control tower, and would still be near midfield. While located within the OFA, it is outside the RSA. The location in the OFA would still require a modification to design standards.

A blast pad 120 feet wide and 150 long, extending from the west end of the runway would keep the engine blast of departing business aircraft from scouring and damaging the turf in the proximity of the runway end. Since this runway end is used over 80 percent of departures, the blast pad would be most advantageous.

PASSENGER TERMINAL AREA

With the passenger terminal marginally adequate through the long-range planning horizon, internal modifications will be limited to requirements for security and efficient circulation. It is not the scope or purpose of this Master Plan to develop alternative internal floor plan layouts. That is reserved for terminal designers when the need for security or circulation adaptations present themselves. Rather, the Master Plan will focus on the exterior layout and needs of the terminal area.

If space should be needed in the future to meet security mandates, consideration should first be given to enclosing the space between the terminal building and the apron. If this is not practical for the need, space could be added to the west, as previously determined in the **1996 Draft Master Plan**. This direction would have the least impact on other terminal area uses and functions.

As with the terminal building, the facility requirements found the terminal parking and circulation to be at least marginally adequate through the long range horizon of 60,000 annual enplanements. A relocation of the rental car return and service area is

under design. Presently, the return and service area is located on pavement that was constructed with federal funds as aircraft parking apron. The grant agreement attached to the construction of the apron requires it to be used for that purpose. The FAA has directed that the ramp area be returned to aviation uses.

Exhbit 4F depicts how the rental car return and service lot can be relocated immediately south of the parking ramp. The size of the lot would also allow the provision of twelve parking spots for restaurant patrons. This would allow the existing restaurant in the terminal building to have dedicated and convenient public parking.

This relocation remains within existing airport property and room remains for the development of additional parking should demand require. Other on-airport alternatives would require either additional property or the transport of passengers to a remote lot well away from the terminal. Similarly, off-airport locations for rental cars would require transporting passengers elsewhere. This would increase the amount of shuttle bus traffic on Fifth Street and other streets. Remote locations could also increase rental car costs, as well as significantly reduce airport revenues from rental car fees.

GENERAL AVIATION CONSIDERATIONS

The general aviation (GA) considerations focus primarily on re-use and modernization of facilities, as well as ensuring that setbacks meet current design standards.

All new or relocated tie-downs and buildings will need to be planned at least 500 feet from the runway centerline, to allow for the parallel taxiway to ultimately be relocated in the future. Any building that would penetrate the imaginary surfaces as outlined in F.A.R. Part 77 will be subject to an aeronautical study by the FAA before approval.

For a structure reaching 20 feet above the runway elevation, the Part 77 setback would be 640 feet from the runway centerline for a Category I instrument approach. For a structure 35 feet above the runway elevation, the setback would be 745 feet.

Leases for 20 additional hangars have been previously approved for Oxnard Airport. These hangars are intended to be developed on the existing apron at the west end of the airport as shown on **Exhibit 4E.**

The relocation of the rental car facility will return a section of apron to aviation uses. The apron is highlighted on **Exhibit 4F.** This apron will provide aircraft parking spaces, wash rack, and self-maintenance area.

Much of the improvements in the east GA area should involve redevelopment and modernization of the facilities. The completion of a new replacement fixed base operator (FBO) hangar indicates how the area can be updated. As older facilities become impractical to maintain, they should be replaced by

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Exhibit 4F
TERMINAL/GA CONSIDERATIONS

similar new facilities. This could eventually include several older T-hangars, as well as the remaining large World War II hangar.

Exhibit 4F also depicts an area where additional airport facilities can be developed if and when the need arises. This area is on the east side of the terminal area and would be reserved for development as needed to meet future demand or to replace facilities that need to be relocated for safety-related improvements. All the landside development options remain on the south side of the runway and within existing airport property.

SUMMARY

The process utilized in formulating and assessing airport improvement considerations involved an analysis of need based upon the mission statements of Oxnard Airport and the Ventura County Department of Airports. Operational safety was the highest priority, followed by maintaining and preserving the existing airport functions. Updating to current airport design standards was considered at every stage.

After further discussion with the Planning Advisory Committee, a concept will be recommended. The ultimate plan should represent an airport facility that fulfills safety design standards and carries out the goals and objectives of the mission statements.

The final two chapters will be dedicated to refining a basic concept into a final plan that can be approved and implemented by Ventura County with assistance from the FAA.

OXNARD AIRPORT

Chapter Five
DEVELOPMENT PLANNING PROGRAM

CHAPTER FIVE

DEVELOPMENT PLANNING PROGRAM

The airport master planning process for Oxnard Airport has evolved through the analytic efforts in the previous chapters, intended to establish potential aviation demand, establish airside and landside facility needs, and evaluate options for the improvement of airside and landside facilities. The planning process to this point, has included a presentation and review of phase reports (representing the first four chapters of the master plan) to the Planning Advisory Committee (PAC). A conceptual plan for Oxnard Airport has evolved, considering PAC input. The purpose of this chapter is to describe, in narrative and graphic form, the development plan and capital improvement program for the airport.

RECOMMENDED MASTER PLAN CONCEPT

The recommended master plan concept provides for anticipated facility needs, in concert with the airport's and Department of Aviation's mission statements. A review of how the master plan concept fits with the mission statements is included in the conclusions at the end of this chapter. The recommended concept is depicted on **Exhibit 5A**. The following section summarizes the airport design standards, as well as airside and landside recommendations.

DESIGN STANDARDS

Oxnard Airport (OXR) is identified as a primary commercial service airport in the FAA's **National Plan of Integrated Airport Systems** (NPIAS). As a commercial service airport certificated under Federal Aviation Regulation (FAR) Part 139, OXR must comply with FAA design and safety standards. Advisory Circular 150/5300-13, *Airport Design*, is the key reference used to ensure compliance with these standards. These design and safety standards are based primarily upon the characteristics of the aircraft that are expected to use the airport on a regular basis. As previously discussed in Chapter Three, the design airport reference code (ARC) is based upon the approach speed and wingspan of the "critical" aircraft. Frequently, as is the case at Oxnard Airport, more than one aircraft can make up the design aircraft.

The critical ARC for planning at OXR was determined to be a combination of D-II and B-III. This includes a range of general aviation aircraft up to the Gulfstream IV, as well as commuter turboprops such as the Dash 8.

Since a number of design standards are affected by these classifications, a summary of the runway and taxiway standards (as they will be applied to the airfield) has been provided in **Table 5A**. It is possible that some areas on the airfield (such as T-hangar storage areas) may be designed to a lesser Group I standard, requiring lower set-back requirements. This has been noted in the table, under the taxiway and taxilane design standards.

AIRFIELD RECOMMENDATIONS

The principal airfield recommendations focus upon safety, security, and compatibility. It is of key importance to ensure that airport design standards are upheld to the maximum extent feasible, particularly in relation to the runway safety area (RSA). Other recommendations are provided to improve the efficiency and circulation on the airfield. **Exhibit 5A** depicts the airfield recommendations. The following subsections discuss the recommendations as they pertain to the runway and taxiway system.

Runway 7-25 will remain the only runway at Oxnard Airport. The runway is 5,950 feet long and 100 feet wide, with a pavement strength of 70,000 pounds dual wheel loading. It is planned to remain at this pavement strength to continue to accommodate the design aircraft indicated earlier.

An analysis of the runway's safety area requirements indicated that the runway does not meet the FAA design standard for approach category C and D aircraft. The RSA beyond the east end of the runway extends for approximately 750 feet before reaching the airport's perimeter service road. Immediately east of the service road, the perimeter fence and Ventura Road also lie within the RSA. On the west end, the localizer is 970 feet from the end of Runway 7.

02MP01-5A-10/27/03

LEGEND

- Existing Airport Property Line
- Future Airport Property Line
- Object Free Area (OFA)
- Runway Safety Area (RSA)
- Existing Easements
- Proposed Avigation Easement

Victoria Avenue

CAT I APPROACH RPZ

CURRENT APPROACH RPZ

Teal Club Road

RELOCATED SEGMENTED CIRCLE

CURRENT APPROACH RPZ

CAT I APPROACH RPZ

RUNWAY 7 MALSR

LIGHT LANE EASEMENT

RUNWAY 7 DEPARTURE THRESHOLD

BLAST PAD 120' x 150'

OXNARD

APPROVED EXECUTIVE HANGARS 21 UNITS 60' x 50'

5th Street

DEPARTURE RPZ

Ventura Road

NORTH

0 800 1600

SCALE IN FEET

OXNARD AIRPORT

Exhibit 5A
RECOMMENDED AIRFIELD PLAN

TABLE 5A
Runway Design Standards
Oxnard Airport

	D-II, B-III	
Runway		
Width (ft.)	100	
Runway Blast Pad		
Width (ft.)	140	
Length Beyond End (ft.)	200	
Runway Safety Area (RSA)		
Width (centered on runway centerline) (ft.)	500	
Length Beyond Runway End (ft.)	1,000	
Object Free Area (OFA)		
Width (ft.)	800	
Length Beyond Runway End (ft.)	1,000	
Obstacle Free Zone (OFZ)		
Width (ft.)	400	
Length Beyond Runway End (ft.)	200	
Runway Centerline to:		
Parallel Taxiway Centerline (ft.)	400	
Edge of Aircraft Parking Apron (ft.)	500	
Runway Protection Zones (RPZ)	Approach	Departure
Inner Width (ft.)	1,000	500
Outer Width (ft.)	1,425	1,010
Length (ft.)	1,700	1,700

Taxiway and Taxilane Design Standards

	ADG III	ADG II	ADG I
Taxiways			
Width (ft.)	50	35	25
Shoulder Width (ft.)	20	10	10
Safety Area Width (ft.)	118	79	49
Object Free Area Width (ft.)	186	131	89
Taxiway Centerline to:			
Parallel Taxiway/Taxilane (ft.)	152	105	69
Fixed or Moveable Object (ft.)	93	65.5	44.5
Taxilanes			
Taxilane Centerline to:			
Parallel Taxilane Centerline (ft.)	140	97	64
Fixed or Moveable Object (ft.)	81	57.5	39.5

Source: FAA Airport Design Software Version 4.2D

The recommended plan for the east end involves relocating the departure end threshold for Runway 7, 250 feet to the west. Besides marking the departure threshold, the departure end threshold lights will be moved to the new threshold and the distance-to-go markers for Runway 7 will need to be relocated accordingly.

Off the west end of the runway, the localizer penetrates the west end of the RSA by just 30 feet, and the utility of the localizer will ultimately be replaced by GPS. With these circumstances, as long as the localizer is on fragile mountings, there is little margin of safety gained by relocating it 30 feet further west.

As a result of the runway safety area improvements, the takeoff and landing capabilities of Runway 25 remain the same. The landing length and accelerate-stop-distance-available for takeoff on Runway 7 are reduced by 250 feet, to 5,700 feet.

The segmented circle should be removed from the RSA and relocated on the north side of the airport. Relocation will be dependent upon the acquisition of property within the OFA that is discussed in the following paragraphs.

Exhibit 5A depicts the property acquisition recommendations. All property acquisitions are related to direct control of land use for the enhancement of safety. With the exception of relocation of the segmented circle and an approach-light lane for Runway 7, none of the property acquisitions proposed will be used for airport development. In fact, the ultimate intent is to clear the properties, or at least maintain current uses, with no new development.

The most critical property is that within the runway object free area (OFA). It is desirable to hold fee simple ownership of the entire object free area. The plan recommends acquisition of approximately ten (10.0) acres of undeveloped property within the OFA on the north side of the airport. Avigation easements are recommended for developed off-airport properties within the OFA. Still, the County should consider fee simple acquisition of properties from willing sellers within these areas when opportunities arise.

Another area where more positive control of property is necessary is in the approaches to the runway. The function of the runway protection zone (RPZ) is to enhance the protection of people and property on the ground. FAA Advisory Circular 150/5300-13, **Airport Design,** indicates that, "control is preferably exercised through the acquisition of sufficient property interest in the RPZ."

While fee simple acquisition is desirable, at a minimum, avigation easements should be obtained over all property within the RPZ. For Oxnard Airport, avigation easements should be obtained within the RPZs, both east and west of the airport. As with the OFA, however, the County should consider fee simple acquisition of properties from willing sellers within the RPZ. Because these areas are intended to be kept clear, no airport development is planned for these areas, other than the relocation of the segmented circle and the future installation of a medium intensity approach light system with runway alignment indicator lights (MALSR) on the Runway 7 approach.

Additional easements are recommended for approximately 57 acres on the north side between the airport and Teal Club Road. Like the easements currently

being acquired in the Runway 25 approach, these easements are designed to control development heights.

The MALSR is recommended to provide for Category I instrument approach minimums from the west. This approach provides 5,700 feet for landing, compared to just 4,578 feet on Runway 25. While Runway 25 will remain the primary direction of operations, an instrument approach to Runway 7 would allow it to be used more during wet runway conditions. Runways are more slippery during wet conditions, and the additional landing length would provide a higher margin of safety for operations.

The location of the future MALSR is depicted on **Exhibit 5A**. This approach light system would have light stations extending outward from the end of the runway for every 200 feet along the runway centerline, to a distance of 2,400 feet. This would include a series of light stations west of Victoria Avenue. Property acquisition of a 200-foot-wide path centered on the light lane is preferred, however, a right-of-way easement for the light stations and a service road would be the minimum requirement.

Exhibit 5A also depicts the proposed blast pad at the east end of the runway. This is recommended to protect the ground immediately behind the runway from being eroded by the blast of wind created as aircraft begin their takeoff roll. Since this end is used by 80 percent of the airport's takeoffs, the blast pad is warranted.

LANDSIDE RECOMMENDATIONS

Recommended landside improvements are primarily associated with maintenance, redevelopment, and modernization of existing facilities. The facility requirements indicated that, with the addition of previously approved executive hangars and the replacement of Hangar One, facilities' area should be adequate from a space standpoint. Older hangar facilities may require replacement during the planning period. In addition, future mandates in security could require alterations in the terminal area.

The terminal building footprint is not planned for any changes unless required for security. It may become necessary to modify the interior for security and/or circulation over the planning period. It should be remembered that the terminal building will be marginally adequate at 60,000 annual enplanements. If demand continues to grow beyond this level, the County will need to seriously consider its options for providing for air service in the region. If a new commercial service airport site is not in place by that time, it may become necessary to reconsider the facility needs for maintaining commercial service at Oxnard Airport.

The pending construction of a new rental car parking lot will allow the return to aviation use of the apron on the east side of the terminal building. This will be used to support general aviation activity. It will re-establish transient parking, as well as include a wash rack and self-maintenance area.

The recent completion of the new fixed base operator (FBO) hangar is an example of the modernization of facilities that can be expected in the future. This hangar was actually a replacement of Hangar One, which was lost to a fire in 1994. The new hangar is designed to better accommodate the modern aircraft and the services that an FBO provides today. The flexibility to work with the other FBOs and tenants to redevelop and modernize the airport's general aviation facilities is recommended. This will improve safety, energy efficiency, and functionality, as well as the architecture and aesthetics associated with the airport.

Exhibit 5B depicts the ongoing development and proposed plans for the landside facilities discussed above. Other improvements include the replacement of the existing ARFF shelter, located to the west of the tower. In addition, the Port-a-Ports closest to the taxiway will be relocated further south to improve runway safety and taxiway circulation.

THROUGH-THE-FENCE ACTIVITIES

There are instances when adjacent landowners may wish to gain direct airfield access to a publicly-owned landing area such as the Oxnard Airport. This type of an arrangement is commonly called a through-the-fence operation, whether the perimeter fence is imaginary or real. It is Federal Aviation Administration (FAA) policy to discourage through-the-fence activities.

The obligation to make an airport available for the use and benefit of the public does **not** impose any requirement to permit access by aircraft from adjacent property. On the contrary, the existence of such an arrangement has been recognized as an encumbrance upon the airport property itself. Airport obligations arising from federal grant agreements and conveyance instruments apply to dedicated airport land and facilities, and not to private property adjacent to the airport, even when the property owner is granted a through-the-fence privilege.

The owner of a public airport is entitled to seek recovery of the initial and continuing costs of providing a public use landing area. The owners of airports receiving federal funds have been required to establish a fee and rental structure designed to make the airports as self-sustaining as possible. Most public airports seek to recover a substantial part of airfield operating costs indirectly, through various arrangements affecting commercial activities **on** the airport. The development of aeronautical businesses on land uncontrolled by the airport owner may give the through-the-fence operation a competitive advantage that will be detrimental to the on-airport operators on whom the airport owner relies for revenue and service to the public. To avoid a potential imbalance, the airport owner **may refuse** to authorize a through-the-fence operation.

Allowing private property owners to gain a competitive advantage could

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Exhibit 5B
RECOMMENDED TERMINAL AREA PLAN

jeopardize the economic vitality of the airport and impede its ability to remain self-sustaining. Additionally, any economic advantage gained by adjacent property owners will diminish the economic viability of the airport's own aeronautical commercial operators.

Arrangements that permit aircraft to gain access to a public landing area from off-site property introduce safety considerations, along with additional hazards that complicate the control of vehicular and aircraft traffic. Airport improvements designed to accommodate access to the airport and landing areas from an off-site location for the sole benefit and convenience of an off-airport neighbor, present a substantial and continuing burden to the airport owner. In addition, the airport must contend with legal, insurance, and management implications represented by increased costs, liability, and administrative and operational controls. For the airport owner, it may become an unexpected challenge to balance airport needs with the increasing demands on the airport by off-airport users.

It is FAA policy to strongly discourage any agreement that grants access to public landing areas by aircraft normally stored on adjacent property. Airport owners must guard against any through-the-fence operation that can become detrimental to the airport and threaten its economic viability. Any agreement for a through-the-fence operation must include provisions making such operations subject to the same federal obligations as tenants on airport property. Furthermore, the airport owner must ensure that the through-the-fence operators contribute a fair share toward the cost of the operation, maintenance, and improvement of the airport, so that they do not gain an unfair economic advantage over on-airport operators.

For all the above reasons, it is recommended that Ventura County adopt a general policy to discourage the consideration of through-the-fence activities at Oxnard Airport.

CAPITAL IMPROVEMENT PROGRAM

Once the specific needs and improvements for the airfield have been established, the next step is to determine a realistic schedule and costs for implementing the plan. This subsection examines the overall cost of development and a demand-based schedule for airport improvements.

The development schedule can be initially established by dividing the improvement needs into three planning horizons of short term, intermediate term, and long range. For the airfield, the key activity indicator is aircraft operations. For hangar development, based aircraft will be the indicator. **Table 5B** summarizes the operational milestones for each planning horizon.

It should be remembered that most of the activity levels in the planning horizons have been experienced by the airport in the past. Thus, there are actually minimal improvements needed, based upon the activity levels. Rather,

it is a matter of responding to rehabilitation and modernization, as well as safety and security enhancements.

TABLE 5B
Aviation Demand Planning Horizons
Oxnard Airport

	2002	Short Term	Intermediate Term	Long Term
ANNUAL OPERATIONS				
Commuter	3,650	4,500	5,600	6,500
Air Taxi	9,756	11,500	12,600	14,500
Military	1,541	1,500	1,500	1,500
General Aviation	73,803	78,200	83,900	92,700
Total Operations	88,750	95,700	103,600	115,200
ANNUAL PASSENGERS/BASED AIRCRAFT				
Enplanements	22,829	35,000	45,000	60,000
Based Aircraft	142	150	158	170

Table 5C summarizes capital needs for Oxnard Airport through the planning horizons of this master plan. An estimate has been included with each project of federal and state funding eligibility, although this amount is not guaranteed. For larger capital projects, it may be necessary for Ventura County to apply for discretionary funds (discussed in more detail in the following paragraphs).

Individual project cost estimates account for engineering and other contingencies that may be experienced during the implementation of the project, and are in current (2004) dollars. Due to the conceptual nature of a master plan, implementation of capital improvement projects should occur only after further refinement of their design and costs through engineering and/or architectural analyses. Capital costs in this chapter should be viewed only as estimates subject to further refinement during design.

The short term horizon covers items of highest priority, as well as items that should be developed as the airport approaches the short term activity milestones. Priority items should include improvements related to the runway safety areas and the approaches. Improvements to facilities that are inadequate for present demand should also be included in the short term. Because of their priority, these items will need to be incorporated into FAA and Department of Airports five-year programming. With improvements to the airfield in the short term, there are no airfield projects listed in the long term.

TABLE 5C
Capital Improvement Program
Oxnard Airport

No.	Project	Total Costs	FAA Eligible	Airport Share
FY 2003-04				
1	Apron Pavement/Drainage Rehabilitation	$336,000	$302,400	$33,600
2	North OFA Property Acquisition	715,000	643,500	71,500
3	Replace ARFF Vehicle	528,000	475,200	52,800
4	Gate/Access Control Security Improvements	35,000	31,500	3,500
5	Rehabilitate Runway and Exit Taxiways	485,000	436,500	48,500
6	Aircraft Wash Rack	30,000	27,000	3,000
7	Security Improvements	50,000	0	50,000
8	Torbit South Hangar Roof	75,000	0	75,000
9	Parking Lot Slurry Seal	40,000	0	40,000
10	Rehabilitate Terminal Loop Road	191,000	171,900	19,100
11	Hangar #3 Lower South Roof	24,000	0	24,000
Subtotal FY 2003-04		**$2,509,000**	**$2,088,000**	**$421,000**
FY 2004-05				
1	Apron Pave/Drainage Rehab/Blast Pad Design	$277,000	$263,150	$13,850
2	Obstruction Removal (Relocate Port-a-Ports)	25,000	22,500	2,500
3	Relocate Runway 7 Departure Threshold	35,000	33,250	1,750
4	Torbit North Hangar Roof	75,000	0	75,000
5	Aspen, Midfield West Hangar Roof	17,000	0	17,000
Subtotal FY 2004-05		**$429,000**	**$318,900**	**$110,100**
FY 2005-06				
1	Apron Pave/Drainage Rehab/Blast Pad	$1,350,000	$1,282,500	$67,500
2	Upgrade Security Fencing	370,000	351,500	18,500
3	Relocate Segmented Circle	20,000	19,000	1,000
4	Pavement Rehabilitation Design	41,000	38,950	2,050
5	Maintenance Facility Roof	34,000	0	34,000
Subtotal FY 2005-06		**$1,815,000**	**$1,691,950**	**$123,050**
FY 2006-07				
1	Pavement Rehabilitation	$960,000	$912,000	$48,000
2	Overlay Taxiways A and C Design	40,000	38,000	2,000
Subtotal FY 2006-07		**$1,000,000**	**$950,000**	**$50,000**
FY 2007-08				
1	Northside Avigation Easement Program	$674,000	$640,300	$33,700
2	West End Drainage Improvements Design	105,000	99,750	5,250
3	Overlay Taxiways A and C	220,000	209,000	11,000
4	ATCT Roof and Deck Repairs	5,000	0	5,000
Subtotal FY 2007-08		**$1,004,000**	**$949,050**	**$54,950**
SHORT TERM HORIZON TOTAL		**$6,757,000**	**$5,977,900**	**$759,100**

TABLE 5C (Continued)
Capital Improvement Program
Oxnard Airport

No.	Project	Total Costs	FAA Eligible	Airport Share
INTERMEDIATE HORIZON				
1	Runway 7 RPZ Avigation Easements	$718,000	$682,100	$35,900
2	West End Drainage Improvements	993,000	943,350	49,650
3	Install Runway 7 MALSR	650,000	617,500	32,500
4	Runway 7 Precision Marking	60,000	57,000	3,000
5	Rehabilitate Runway Lighting	150,000	142,500	7,500
6	Terminal Remodel	600,000	570,000	30,000
7	FBO Hangar Rehab/Modernization (By Lessee)	0	0	0
INTERMEDIATE HORIZON TOTAL		**$3,171,000**	**$3,012,450**	**$158,550**
LONG RANGE HORIZON				
1	FBO Hangar Rehab/Modernization (By Lessee)	$0	$0	$0
2	T-Hangar Improvements	2,000,000	1,900,000	100,000
3	ARFF Vehicle Replacement	600,000	570,000	30,000
4	Runway/Taxiway Rehabilitation	2,000,000	1,900,000	100,000
5	Apron Rehabilitation	1,500,000	1,425,000	75,000
6	Parking Lot Pavement Rehabilitation	400,000	0	400,000
LONG RANGE HORIZON TOTAL		**$6,500,000**	**$5,795,000**	**$705,000**
TOTAL PROGRAM COSTS		**$16,428,000**	**$14,805,350**	**$1,622,650**

When short term horizon activity milestones are reached, it will be time to program for the intermediate term based upon the next milestones. Maintenance and rehabilitation projects that are not likely to be necessary within the next five years, are also included in the intermediate term.

CAPITAL IMPROVEMENTS FUNDING

Financing for capital improvements comes from several sources. Contributors to the airport's development are its users, through a system of user taxes, lease rents, fees, and charges. These sources include not only the rates and charges for airport use imposed by the Ventura County Department of Airports, but also federal airport improvement programs and passenger facility charges. The following paragraphs outline the key sources for funding.

FEDERAL GRANTS

The United States Congress has long recognized the need to develop and maintain a system of aviation facilities across the nation for the purpose of national defense and promotion of interstate commerce. Various grants-in-aid programs to public airports have been established over the years for this purpose. The most recent legislation is the Airport Improvement Program (AIP) of 1982. The AIP has been reauthorized several times, with the

most recent reauthorization enacted in late 2003. It is entitled the *Vision 100 - Century of Aviation Reauthorization Act*. The new four-year program covers FAA fiscal years 2004 through 2007.

The source for AIP funds is the Aviation Trust Fund. The Trust Fund is the depository for all federal aviation taxes such as those on airline tickets, aviation fuel, lubricants, tires and tubes, aircraft registrations, and other aviation-related fees. The funds are distributed under appropriations set by Congress to airports in the United States which have certified eligibility. The distribution of grants is administered by the Federal Aviation Administration.

Under the AIP program, examples of eligible development projects include the airfield, aprons, and access roads. Passenger terminal building improvements (such as bag claim and public waiting lobbies) may also be eligible for a limited amount of FAA funding. However, improvements such as automobile parking, fueling facilities, utilities, hangar buildings, airline ticketing and airline operations areas, are not generally eligible for AIP funds. Under Vision 100, Oxnard Airport is eligible for 95 percent funding assistance, an increase from the previous 90 percent level.

AIP provides funding for eligible projects at airports through an entitlement program. Primary commercial service airports receive a guaranteed minimum of federal assistance each year, based on their enplaned passenger levels and Congressional appropriation levels. A primary airport is defined as any commercial service airport enplaning at least 10,000 passengers annually.

Under the formula, if AIP is appropriated at the authorized levels, airports enplaning at least 10,000 passengers annually are entitled to a minimum of $1,000,000 annually. (If AIP was funded below the authorized levels, the minimum is $650,000.)

In addition, airports that have over 100 million pounds of landed weight by all-cargo carriers, receive a cargo entitlement. This entitlement is based upon the airport's percentage of the total landed weight at all eligible airports.

Vision 100 also establishes special set-asides for noise programs, general aviation and non-primary airports, and other special programs.

In a number of cases, airports face major projects that will require funds in excess of the airport's annual entitlements. Thus, additional funds from discretionary apportionments under AIP become desirable. The primary feature about discretionary funds is that they are distributed on a priority basis. These priorities are established by the FAA, utilizing a priority code system. Under this system, projects are ranked by their purpose. Projects ensuring airport safety and security are ranked as the most important priorities, followed by maintaining current infrastructure development, mitigating noise and other environmental impacts, meeting standards, and increasing system capacity.

Other funds can come through the Facilities and Equipment (F&E) section of the FAA. As activity conditions warrant, the airport will be considered by F & E for various navigational aids to be installed, owned, and maintained by the FAA.

Whereas entitlement monies are guaranteed on an annual basis, discretionary funds are not assured. If the combination of entitlement and discretionary funding does not provide enough capital for planned development, projects would either be delayed, or require funding from the airport's revenues or other authorized sources such as those described in the following subsections.

PASSENGER FACILITY CHARGES

The **Aviation Safety and Capacity Expansion Act of 1990** contained a provision for airports to levy passenger facility charges (PFCs) for the purposes of enhancing airport safety, capacity, or security or to reduce noise or enhance competition.

14 CFR Part 158 of May 29, 1991, establishes the regulations that must be followed by airports choosing to levy PFCs. Passenger facility charges may be imposed by public agencies controlling a commercial service airport with at least 2,500 annual passengers with scheduled service. Authorized agencies were allowed to impose a charge of $1.00, $2.00, or $3.00 per enplaned passenger. Legislation (AIR 21) passed in early 2000, allowed the cap to increase to $4.50.

Prior approval is required from the Department of Transportation (DOT) before an airport is allowed to levy a PFC. The DOT must find that the projected revenues are needed for specific, approved projects. Any AIP-eligible project, whether development or planning related, is eligible for PFC funding. Gates and related areas for the movement of passengers and baggage are eligible, as are on-airport ground access projects. Any project approved must preserve or enhance safety, security, or capacity; reduce/ mitigate noise impacts; or enhance competition among carriers.

PFCs may be used only on approved projects. However, PFCs can be utilized to fund 100 percent of a project. They may also be used as matching funds for AIP grants or to augment AIP-funded projects. PFCs can be used for debt service and financing costs of bonds for eligible airport development. These funds may also be commingled with general revenue for bond debt service. Before submitting a PFC application, the airport must give notice and an opportunity for consultation with airlines operating at the airport.

PFCs are to be treated similar to other airport improvement grants, rather than as airport revenues, and will be administered by the FAA. Participating airlines are able to retain up to eight cents per passenger for administrative handling purposes.

The Ventura County Department of Airports imposes the maximum PFC of $4.50 per enplanement, to support improvements at Oxnard Airport. The

funds from the PFC are currently obligated to a total of $872,000 to fund several projects including this Master Plan. Also included are two projects within fiscal year (2003-04) of the Master Plan CIP; the runway and exit taxiway rehabilitation, and the terminal loop road rehabilitation. With this PFC, the Department of Airports should annually collect funds between $90,000 and $250,000 depending upon enplanements each year. The PFC authorization runs through 2010. If the passenger levels forecast in Chapter Two are achieved, the committed funds could be collected by as early as 2008.

STATE FUNDS

In support of the state airport system, the California Transportation Commission (CTC) also participates in state airport development projects. An aeronautics account has been established within the state transportation fund, from which all airport improvement monies are drawn. Tax revenues have been collected and deposited in the aeronautics account from the sale of general aviation jet fuel ($0.02 per gallon) and avgas ($0.18 per gallon). The CTC has established three grant programs to distribute funds deposited in the aeronautics account: annual grants, acquisition and development (A & D) grants, and AIP matching grants. Another funding source provided by the CTC is low-interest loans. Because Oxnard Airport is a commercial service airport, it is ineligible to receive annual and AIP matching grants from the State Aeronautics Account. However, the airport is eligible to receive A&D Grants and low-interest loans from the state. Each of these is discussed below.

Acquisition and Development (A & D) Grants

A & D grants are designed to provide funding to airports for the purpose of land acquisition and development. This grant has a minimum allocation level of $10,000 and provides up to $500,000 per fiscal year (maximum allowable funding to a single airport yearly). Grant requests are initiated through the CIP process and require a local match of 10 to 50 percent of the project's cost (the level has been 10 percent for the last 10+ years). Unlike annual and AIP matching grants, reliever and commercial service airports are eligible for the A & D grant. Oxnard Airport could utilize these grants as a means to acquire land listed in the CIP. Considering the current financial crisis facing the State of California, no assumption should be made that any funding will be available to Oxnard Airport through this program, at least in the short term.

California Airport Loan Program

The loan program provides funding for all airports within the State of California which are owned by an eligible public agency and open to the public without exception. These loans provide funding to eligible airports for construction and land acquisition projects which will benefit the airport and improve its self-sufficiency. The loans can be used for nearly any

airport-related project and the funding limits are not bound by law or regulation. The amount of the loan is determined in accordance with project feasibility and the sponsor's financial status. Terms of the loan provide eight to 15 years for its payback and the interest rate is based upon the most recent State of California bond sale.

FUNDING PLAN

The underlying strategy used to develop the financial plan of the capital improvement program involves first applying projected annual entitlement funding to eligible project costs. Potential state funding is then considered. The net balances of AIP eligible costs, local matching shares, and the costs of non-eligible projects result in the remaining costs to be funded.

Table 5D outlines the maximum potential FAA entitlement funding that could be attained during each planning horizon, based upon the activity levels forecast. Funding from the state is assumed to be zero. This analysis assumes that the short term horizon would be attained in five years, the intermediate horizon would be achieved in another seven years, and the long range horizon would be achieved in an additional 10 years.

TABLE 5D
CIP Financial Assumptions (2004 $)

	Short Term	Intermediate Term	Long Range
Total Project Costs	$6,757,000	$3,171,000	$6,500,000
Grant Eligible	$5,997,900	$3,012,450	$5,795,000
AIP Entitlements	$5,000,000	$7,000,000	$10,000,000
State Funding	$0	$0	$0
Remaining Grant Eligible Costs	$997,900	$0	$0
Matching Share Costs	$439,100	$158,550	$305,000
Remaining PFC-Eligible Costs	$1,437,000	$158,550	$305,000
Passenger Facility Charges (PFC)	$722,400	$1,227,650	$2,289,750
Remaining Matching Share	$714,600	$0	$0
Non-Eligible Costs	$320,000	$0	$400,000
Remaining Airport CIP Costs	$1,034,600	$0	$400,000

The airport's entitlement funding of $1.0 million annually will be more than sufficient to fund FAA-eligible projects for the intermediate and long term planning horizons. The short term projects, however, exceed the entitlement funding by $997,900. This combined with matching share costs of $439,100 will total $1,437,000 that would be eligible for funding by PFC's. With an estimated $722,400 in PFC's in the short term, this will leave approximately $714,600 to be funded. The County will still be able to seek discretionary funding from the FAA for up to 95 percent of this total.

If the PFCs are renewed beyond 2010 for use in funding other projects, it should provide more than adequate monies to fund the matching share through the remainder of the planning period. This leaves costs that are not eligible for funding. Most of these projects have to do with maintenance and modernization of hangar facilities. Since these projects are related to revenue-producing facilities, they would need to be funded through the rates and charges of the airport. Over the course of the intermediate and long range planning horizons, this is estimated to be approximately $720,000.

CONCLUSIONS

In conclusion, the Master Plan is reviewed with regard to the Department of Airports and Oxnard Airport Mission Statements.

DEPARTMENT OF AIRPORTS MISSION STATEMENT

- ***To provide safe, efficient, maintained, and accessible facilities for the provision of general aviation and limited commuter airline service needs of the citizens of Ventura County.***

The Master Plan concept preserves the current general aviation and commuter activities for which Oxnard Airport is used. It includes recommendations to enhance safety and efficiency, as well as to maintain existing facilities.

- ***To limit the development of Camarillo and Oxnard Airports to meet the forecasted needs of general aviation and commuter airline services in a manner that will complement each other.***

The Master Plan utilizes a forecast that takes into account the following development qualifiers:

- No increase in runway length.
- No significant increase in terminal space.
- Planning to maintain and serve based aircraft levels equal to its current market share of registered aircraft in the county.

- ***To optimize the use of present airport land, maximize safety, assure financial feasibility, and minimize the negative environmental effects on the surrounding communities.***

With the exception of an approach light system, segmented circle relocation, and perimeter fencing, all development in the Master Plan will occur on current airport property. The only property acquisitions recommended are those designed to enhance operational safety.

OXNARD AIRPORT
MISSION STATEMENT

Oxnard Airport shall:

- ***be a publicly owned, operated, and managed general aviation airport with a strong emphasis on safety, cooperation with its neighbors, and responsible flight operations.***

The Master Plan is based upon maintaining the Oxnard Airport as a County-owned and operated airport. It remains open to general aviation activity that can operate within the constraints of its facilities. The major improvement recommendations for the airfield are based upon meeting airport design standards to the extent feasible.

- ***maintain a viable center for air commerce, which enhances trade and business for the economic development and transportation needs of the City of Oxnard and Ventura County.***

The Master Plan continues to provide for maintenance and modernization of existing terminal area facilities to serve the needs of its users. The plan does consider growth in traffic beyond the current levels of activity in support of economic development and transportation needs of the City and County.

- ***make every reasonable effort to limit the hours of air operations through a curfew, and to reduce noise and air pollution nuisances caused by airport users and operations.***

Since the Master Plan is primarily a facility-related plan, the consideration of limited hours and/or curfews is beyond the purview of the Master Plan. The Master Plan is also limited in means to reduce noise and air pollution. The Master Plan, however, does not recommend any improvements that would increase the potential for noise and air pollution.

- ***provide the region with safe and efficient access to the national air transportation system and general aviation.***

Safety, maintenance, and modernization of the Oxnard Airport is the primary emphasis of the Master Plan. The plan will allow the airport to continue to be a regional access to the national air transportation system.

- ***continue to search for a regional airport to serve the air carrier and commercial needs of the City of Oxnard and Ventura County.***

The limited development recommendations of the Master Plan are based in large part on the continued search for a new airport. The Master Plan recognizes that the forecasts for Oxnard Airport fall well short of meeting the commercial service demand in Ventura County. As other commercial airports in the Los Angeles Basin reach their capacities, it will become more incumbent upon the County to have access to adequate airport facilities to serve the needs of its citizens, businesses, and economic well-being.

OXNARD AIRPORT

Appendix A
GLOSSARY AND ABBREVIATIONS

Appendix A
GLOSSARY OF TERMS

ACCELERATE-STOP DISTANCE AVAILABLE (ASDA): see declared distances.

AIR CARRIER: an operator which: (1) performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week, and places between which such flights are performed; or (2) transport mail by air pursuant to a current contract with the U.S. Postal Service. Certified in accordance with Federal Aviation Regulation (FAR) Parts 121 and 127.

AIRPORT REFERENCE CODE (ARC): a coding system used to relate airport design criteria to the operational (Aircraft Approach Category) to the physical characteristics (Airplane Design Group) of the airplanes intended to operate at the airport.

AIRPORT REFERENCE POINT (ARP): The latitude and longitude of the approximate center of the airport.

AIRPORT ELEVATION: The highest point on an airport's usable runway expressed in feet above mean sea level (MSL).

AIRPORT LAYOUT DRAWING (ALD): The drawing of the airport showing the layout of existing and proposed airport facilities.

AIRCRAFT APPROACH CATEGORY: a grouping of aircraft based on 1.3 times the stall speed in their landing configuration at their maximum certificated landing weight. The categories are as follows:

- *Category A:* Speed less than 91 knots.
- *Category B:* Speed 91 knots or more, but less than 121 knots.
- *Category C:* Speed 121 knots or more, but less than 141 knots.
- *Category D:* Speed 141 knots or more, but less than 166 knots.
- *Category E:* Speed greater than 166 knots.

AIRPLANE DESIGN GROUP (ADG): a grouping of aircraft based upon wingspan. The groups are as follows:

- *Group I:* Up to but not including 49 feet.
- *Group II:* 49 feet up to but not including 79 feet.
- *Group III:* 79 feet up to but not including 118 feet.
- *Group IV:* 118 feet up to but not including 171 feet.
- *Group V:* 171 feet up to but not including 214 feet.
- *Group VI:* 214 feet or greater.

AIR TAXI: An air carrier certificated in accordance with FAR Part 135 and authorized to provide, on demand, public transportation of persons and property by aircraft. Generally operates small aircraft "for hire" for specific trips.

AIRPORT TRAFFIC CONTROL TOWER (ATCT): a central operations facility in the terminal air traffic control system, consisting of a tower, including an associated instrument flight rule (IFR) room if radar equipped, using air/ground communications and/or radar, visual signaling, and other devices to provide safe and expeditious movement of terminal air traffic.

AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC): a facility established to provide air traffic control service to aircraft operating on an IFR flight plan within controlled airspace and principally during the enroute phase of flight.

ALERT AREA: see special-use airspace.

ANNUAL INSTRUMENT APPROACH (AIA): an approach to an airport with the intent to land by an aircraft in accordance with an IFR flight plan when visibility is less than three miles and/or when the ceiling is at or below the minimum initial approach altitude.

APPROACH LIGHTING SYSTEM (ALS): an airport lighting facility which provides visual guidance to landing aircraft by radiating light beams by which the pilot aligns the aircraft with the extended centerline of the runway on his final approach and landing.

APPROACH MINIMUMS: the altitude below which an aircraft may not descend while on an IFR approach unless the pilot has the runway in sight.

AUTOMATIC DIRECTION FINDER (ADF): an aircraft radio navigation system which senses and indicates the direction to a non-directional radio beacon (NDB) ground transmitter.

AUTOMATED WEATHER OBSERVATION STATION (AWOS): equipment used to automatically record weather conditions (i.e. cloud height, visibility, wind speed and direction, temperature, dewpoint, etc...)

AUTOMATED TERMINAL INFORMATION SERVICE (ATIS): the continuous broadcast of recorded non-control information at towered airports. Information typically includes wind speed, direction, and runway in use.

AZIMUTH: Horizontal direction expressed as the angular distance between true north and the direction of a fixed point (as the observer's heading).

BASE LEG: A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline. See "traffic pattern."

BEARING: the horizontal direction to or from any point, usually measured clockwise from true north or magnetic north.

BLAST FENCE: a barrier used to divert or dissipate jet blast or propeller wash.

BUILDING RESTRICTION LINE (BRL): A line which identifies suitable building area locations on the airport.

CIRCLING APPROACH: a maneuver initiated by the pilot to align the aircraft with the runway for landing when flying

a predetermined circling instrument approach under IFR.

CLASS A AIRSPACE: see Controlled Airspace.

CLASS B AIRSPACE: see Controlled Airspace.

CLASS C AIRSPACE: see Controlled Airspace.

CLASS D AIRSPACE: see Controlled Airspace.

CLASS E AIRSPACE: see Controlled Airspace.

CLASS G AIRSPACE: see Controlled Airspace.

CLEAR ZONE: see Runway Protection Zone.

CROSSWIND: wind flow that is not parallel to the runway of the flight path of an aircraft.

COMPASS LOCATOR (LOM): a low power, low/medium frequency radiobeacon installed in conjunction with the instrument landing system at one or two of the marker sites.

CONTROLLED AIRSPACE: airspace of defined dimensions within which air traffic control services are provided to instrument flight rules (IFR) and visual flight rules (VFR) flights in accordance with the airspace classification. Controlled airspace in the United States is designated as follows:

- *CLASS A:* generally, the airspace from 18,000 feet mean sea level (MSL) up to but not including flight level FL600. All persons must operate their aircraft under IFR.

- *CLASS B:* generally, the airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports. The configuration of Class B airspace is unique to each airport, but typically consists of two or more layers of air space and is designed to contain all published instrument approach procedures to the airport. An air traffic control clearance is required for all aircraft to operate in the area.

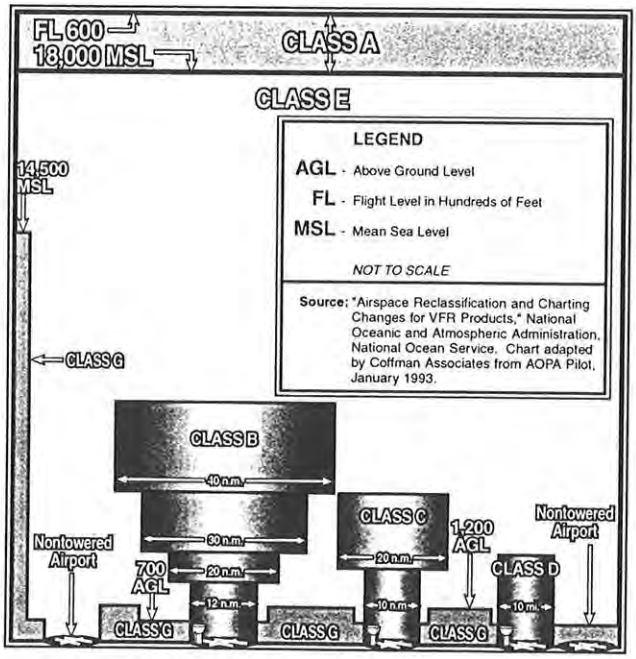
- *CLASS C:* generally, the airspace from the surface to 4,000 feet above the air port elevation (charted as MSL) surrounding those airports that have an operational control tower and radar approach control and are served by a qualifying number of IFR operations or passenger enplanements. Although individually tailored for each airport, Class C airspace typically consists of a surface area with a five nautical mile (nm) radius and an outer area with a 10 nautical mile radius that extends from 1,200 feet to 4,000 feet above the airport elevation. Two-way radio communication is required for all aircraft.

- *CLASS D:* generally, that airspace from the surface to 2,500 feet above the air port elevation (charted as MSL) surrounding those airport that have an operational control tower. Class D air space is individually tailored and configured to encompass published instrument approach procedures. Unless otherwise authorized, all

persons must establish two-way radio communication.

- *CLASS E:* generally, controlled airspace that is not classified as Class A, B, C, or D. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Class E airspace encompasses all Victor Airways. Only aircraft following instrument flight rules are required to establish two-way radio communication with air traffic control.

- *CLASS G:* generally, that airspace not classified as Class A, B, C, D, or E. Class G airspace is uncontrolled for all aircraft. Class G airspace extends from the surface to the overlying Class E airspace.



CONTROLLED FIRING AREA: see special-use airspace.

CROSSWIND LEG: A flight path at right angles to the landing runway off its upwind end. See "traffic pattern."

DECLARED DISTANCES: The distances declared available for the airplane's takeoff runway, takeoff distance, accelerate-stop distance, and landing distance requirements. The distances are:

- *TAKEOFF RUNWAY AVAILABLE (TORA):* The runway length declared available and suitable for the ground run of an airplane taking off;

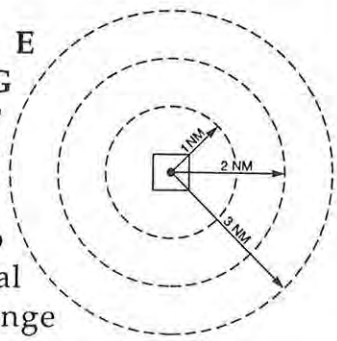
- *TAKEOFF DISTANCE AVAILABLE (TODA):* The TORA plus the length of any remaining runway and/or clear way beyond the far end of the TORA;

- *ACCELERATE-STOP DISTANCE AVAILABLE (ASDA):* The runway plus stopway length declared available for the acceleration and deceleration of an aircraft aborting a takeoff; and

- *LANDING DISTANCE AVAILABLE (LDA):* The runway length declared available and suitable for landing.

DISPLACED THRESHOLD: a threshold that is located at a point on the runway other than the designated beginning of the runway.

DISTANCE MEASURING EQUIPMENT (DME): Equipment (airborne and ground) used to measure, in nautical miles, the slant range



distance of an aircraft from the DME navigational aid.

DNL: The 24-hour average sound level, in A-weighted decibels, obtained after the addition of ten decibels to sound levels for the periods between 10 p.m. and 7 a.m. as averaged over a span of one year. It is the FAA standard metric for determining the cumulative exposure of individuals to noise.

DOWNWIND LEG: A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg. Also see "traffic pattern."

EASEMENT: The legal right of one party to use a portion of the total rights in real estate owned by another party. This may include the right of passage over, on, or below the property; certain air rights above the property, including view rights; and the rights to any specified form of development or activity, as well as any other legal rights in the property that may be specified in the easement document.

ENPLANED PASSENGERS: the total number of revenue passengers boarding aircraft, including originating, stop-over, and transfer passengers, in scheduled and non-scheduled services.

FINAL APPROACH: A flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. See "traffic pattern."

FIXED BASE OPERATOR (FBO): A provider of services to users of an airport. Such services include, but are not limited to, hangaring, fueling, flight training, repair, and maintenance.

FRANGIBLE NAVAID: a navigational aid which retains its structural integrity and stiffness up to a designated maximum load, but on impact from a greater load, breaks, distorts, or yields in such a manner as to present the minimum hazard to aircraft.

GENERAL AVIATION: that portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate of convenience and necessity, and large aircraft commercial operators.

GLIDESLOPE (GS): Provides vertical guidance for aircraft during approach and landing. The glideslope consists of the following:

1. Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ILS; or

2. Visual ground aids, such as VASI, which provide vertical guidance for VFR approach or for the visual portion of an instrument approach and landing.

GLOBAL POSITIONING SYSTEM: See "GPS."

GPS - GLOBAL POSITIONING SYSTEM: A system of 24 satellites

used as reference points to enable navigators equipped with GPS receivers to determine their latitude, longitude, and altitude.

HELIPAD: a designated area for the takeoff, landing, and parking of helicopters.

HIGH-SPEED EXIT TAXIWAY: a long radius taxiway designed to expedite aircraft turning off the runway after landing (at speeds to 60 knots), thus reducing runway occupancy time.

INSTRUMENT APPROACH: A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

INSTRUMENT FLIGHT RULES (IFR): Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.

INSTRUMENT LANDING SYSTEM (ILS): A precision instrument approach system which normally consists of the following electronic components and visual aids:

1. Localizer.
2. Glide Slope.
3. Outer Marker.
4. Middle Marker.
5. Approach Lights.

LANDING DISTANCE AVAILABLE (LDA): see declared distances.

LOCAL TRAFFIC: aircraft operating in the traffic pattern or within sight of the tower, or aircraft known to be departing or arriving from the local practice areas, or aircraft executing practice instrument approach procedures. Typically, this includes touch-and-go training operations.

LOCALIZER: The component of an ILS which provides course guidance to the runway.

LOCALIZER TYPE DIRECTIONAL AID (LDA): a facility of comparable utility and accuracy to a localizer, but is not part of a complete ILS and is not aligned with the runway.

LORAN: long range navigation, an electronic navigational aid which determines aircraft position and speed by measuring the difference in the time of reception of synchronized pulse signals from two fixed transmitters. Loran is used for enroute navigation.

MICROWAVE LANDING SYSTEM (MLS): an instrument approach and landing system that provides precision guidance in azimuth, elevation, and distance measurement.

MILITARY OPERATIONS AREA (MOA): see special-use airspace.

MISSED APPROACH COURSE (MAC): The flight route to be followed if, after an instrument approach, a landing is not effected, and occurring normally:

1. When the aircraft has descended to the decision height and has not established visual contact; or

2. When directed by air traffic control to pull up or to go around again.

MOVEMENT AREA: the runways, taxiways, and other areas of an airport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports with a tower, air traffic control clearance is required for entry onto the movement area.

NAVAID: a term used to describe any electrical or visual air navigational aids, lights, signs, and associated supporting equipment (i.e. PAPI, VASI, ILS, etc..)

NOISE CONTOUR: A continuous line on a map of the airport vicinity connecting all points of the same noise exposure level.

NONDIRECTIONAL BEACON (NDB): A beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine his or her bearing to and from the radio beacon and home on, or track to, the station. When the radio beacon is installed in conjunction with the Instrument Landing System marker, it is normally called a Compass Locator.

NONPRECISION APPROACH PROCEDURE: a standard instrument approach procedure in which no electronic glide slope is provided, such as VOR, TACAN, NDB, or LOC.

OBJECT FREE AREA (OFA): an area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

OBSTACLE FREE ZONE (OFZ): the airspace below 150 feet above the established airport elevation and along the runway and extended runway centerline that is required to be kept clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance for aircraft landing or taking off from the runway, and for missed approaches.

OPERATION: a take-off or a landing.

OUTER MARKER (OM): an ILS navigation facility in the terminal area navigation system located four to seven miles from the runway edge on the extended centerline indicating to the pilot, that he/she is passing over the facility and can begin final approach.

PRECISION APPROACH: a standard instrument approach procedure which provides runway alignment and glide slope (descent) information. It is categorized as follows:

- *CATEGORY I (CAT I):* a precision approach which provides for approaches with a decision height of not less than 200 feet and visibility not less than 1/2 mile or Runway Visual Range (RVR) 2400 (RVR 1800) with operative touchdown zone and runway centerline lights.

- *CATEGORY II (CAT II):* a precision approach which provides for approaches with a decision height of not less than 100 feet and visibility not less than 1200 feet RVR.

- *CATEGORY III (CAT III):* a precision approach which provides for approaches with minima less than Category II.

PRECISION APPROACH PATH INDICATOR (PAPI): A lighting system providing visual approach slope guidance to aircraft during a landing approach. It is similar to a VASI but provides a sharper transition between the colored indicator lights.

PRECISION OBJECT FREE AREA (POFA): an area centered on the extended runway centerline, beginning at the runway threshold and extending behind the runway threshold that is 200 feet long by 800 feet wide. The POFA is a clearing standard which requires the POFA to be kept clear of above ground objects protruding above the runway safety area edge elevation (except for frangible NAVAIDS). The POFA applies to all new authorized instrument approach procedures with less than 3/4 mile visibility.

PROHIBITED AREA: see special-use airspace.

REMOTE COMMUNICATIONS OUTLET (RCO): an unstaffed transmitter receiver/facility remotely controlled by air traffic personnel. RCOs serve flight service stations (FSSs). RCOs were established to provide ground-to-ground communications between air traffic control specialists and pilots at satellite airports for delivering enroute clearances, issuing departure authorizations, and acknowledging instrument flight rules cancellations or departure/landing times.

REMOTE TRANSMITTER/RECEIVER (RTR): see remote communications outlet. RTRs serve ARTCCs.

RELIEVER AIRPORT: an airport to serve general aviation aircraft which might otherwise use a congested air-carrier served airport.

RESTRICTED AREA: see special-use airspace.

RNAV: area navigation - airborne equipment which permits flights over determined tracks within prescribed accuracy tolerances without the need to overfly ground-based navigation facilities. Used enroute and for approaches to an airport.

RUNWAY: a defined rectangular area on an airport prepared for aircraft landing and takeoff. Runways are normally numbered in relation to their magnetic direction, rounded off to the nearest 10 degrees. For example, a runway with a magnetic heading of 180 would be designated Runway 18. The runway heading on the opposite end of the runway is 180 degrees from that runway end. For example, the opposite runway heading for Runway 18 would be Runway 36 (magnetic heading of 360). Aircraft can takeoff or land from either end of a runway, depending upon wind direction.

RUNWAY BLAST PAD: a surface adjacent to the ends of runways provided to reduce the erosive effect of jet blast and propeller wash.

RUNWAY END IDENTIFIER LIGHTS (REIL): Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.

RUNWAY GRADIENT: the average slope, measured in percent, between the two ends of a runway.

RUNWAY PROTECTION ZONE (RPZ): An area off the runway end to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape. Its dimensions are determined by the aircraft approach speed and runway approach type and minima.

RUNWAY SAFETY AREA (RSA): a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

RUNWAY VISUAL RANGE (RVR): an instrumentally derived value, in feet, representing the horizontal distance a pilot can see down the runway from the runway end.

RUNWAY VISIBILITY ZONE (RVZ): an area on the airport to be kept clear of permanent objects so that there is an unobstructed line-of-site from any point five feet above the runway centerline to any point five feet above an intersecting runway centerline.

SEGMENTED CIRCLE: a system of visual indicators designed to provide traffic pattern information at airports without operating control towers.

SHOULDER: an area adjacent to the edge of paved runways, taxiways or aprons providing a transition between the pavement and the adjacent surface; support for aircraft running off the pavement; enhanced drainage; and blast protection. The shoulder does not necessarily need to be paved.

SLANT-RANGE DISTANCE: The straight line distance between an aircraft and a point on the ground.

SPECIAL-USE AIRSPACE: airspace of defined dimensions identified by a surface area wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. Special-use airspace classifications include:

- *ALERT AREA:* airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft.

- *CONTROLLED FIRING AREA:* airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to nonparticipating aircraft and to ensure the safety of persons or property on the ground.

- *MILITARY OPERATIONS AREA (MOA):* designated airspace with defined vertical and lateral dimensions established outside Class A airspace to separate/segregate certain military activities from instrument flight rule (IFR) traffic and to identify for visual flight rule (VFR) traffic where these activities are conducted.

- *PROHIBITED AREA:* designated airspace within which the flight of aircraft is prohibited.

- *RESTRICTED AREA:* airspace designated under Federal Aviation Regulation (FAR) 73, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use. When not in use by the using agency, IFR/VFR operations can be authorized by the controlling air traffic control facility.

- *WARNING AREA:* airspace which may contain hazards to nonparticipating aircraft.

STANDARD INSTRUMENT DEPARTURE (SID): a pre-planned IFR departure procedure.

STANDARD TERMINAL ARRIVAL (STAR): a pre-planned IFR arrival procedure.

STOP-AND-GO: a procedure wherein an aircraft will land, make a complete stop on the runway, and then commence a takeoff from that point. A stop-and-go is recorded as two operations: one operation for the landing and one operation for the takeoff.

STRAIGHT-IN LANDING/APPROACH: a landing made on a runway aligned within 30 degrees of the final approach course following completion of an instrument approach.

TACTICAL AIR NAVIGATION (TACAN): An ultra-high frequency electronic air navigation system which provides suitably-equipped aircraft a continuous indication of bearing and distance to the TACAN station.

TAKEOFF RUNWAY AVAILABLE (TORA): see declared distances.

TAKEOFF DISTANCE AVAILABLE (TODA): see declared distances.

TAXILANE: the portion of the aircraft parking area used for access between taxiways and aircraft parking positions.

TAXIWAY: a defined path established for the taxiing of aircraft from one part of an airport to another.

TAXIWAY SAFETY AREA (TSA): a defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

TETRAHEDRON: a device used as a landing direction indicator. The small end of the tetrahedron points in the direction of landing.

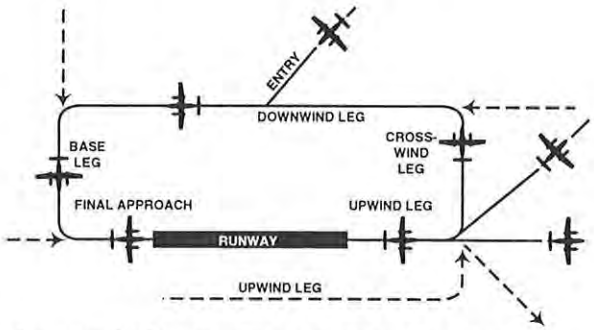
THRESHOLD: the beginning of that portion of the runway available for landing. In some instances the landing threshold may be displaced.

TOUCH-AND-GO: an operation by an aircraft that lands and departs on a runway without stopping or exiting the runway. A touch-and-go is recorded as two operations: one operation for the landing and one operation for the take-off.

TOUCHDOWN ZONE LIGHTING (TDZ): Two rows of transverse light bars located symmetrically about the runway centerline normally at 100-foot intervals. The basic system extends 3,000 feet along the runway.

TRAFFIC PATTERN: The traffic flow that is prescribed for aircraft landing at or taking off from an airport. The components of a typical traffic pattern are the upwind leg, crosswind leg, downwind leg, base leg, and final approach.

UNICOM: A nongovernment communication facility which may provide

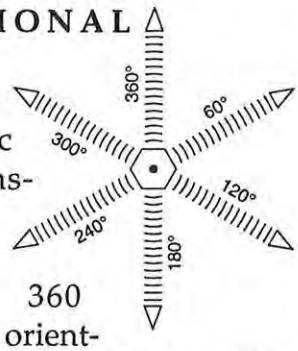


airport information at certain airports. Locations and frequencies of UNICOM's are shown on aeronautical charts and publications.

UPWIND LEG: A flight path parallel to the landing runway in the direction of landing. See "traffic pattern."

VECTOR: A heading issued to an aircraft to provide navigational guidance by radar.

VERY HIGH FREQUENCY/ OMNIDIRECTIONAL RANGE STATION (VOR): A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Used as the basis for navigation in the national airspace system. The VOR periodically identifies itself by Morse Code and may have an additional voice identification feature.



VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE STATION/TACTICAL AIR NAVIGATION (VORTAC): A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance-measuring equipment (DME) at one site.

VICTOR AIRWAY: A control area or portion thereof established in the form of a corridor, the centerline of which is defined by radio navigational aids.

VISUAL APPROACH: An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of an air traffic control facility and having an air traffic control authorization, may proceed to the airport of destination in VFR conditions.

VISUAL APPROACH SLOPE INDICATOR (VASI): An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of

high intensity red and white focused light beams which indicate to the pilot that he is on path if he sees red/white, above path if white/white, and below path if red/red. Some airports serving large aircraft have three-bar VASI's which provide two visual guide paths to the same runway.

VISUAL FLIGHT RULES (VFR): Rules that govern the procedures for conducting flight under visual conditions. The term VFR is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

VOR: See "Very High Frequency Omnidirectional Range Station."

VORTAC: See "Very High Frequency Omnidirectional Range Station/Tactical Air Navigation."

WARNING AREA: see special-use airspace.

ABBREVIATIONS

AC: advisory circular

ADF: automatic direction finder

ADG: airplane design group

AFSS: automated flight service station

AGL: above ground level

AIA: annual instrument approach

AIP: Airport Improvement Program

AIR-21: Wendell H. Ford Aviation Investment and Reform Act for the 21st Century

ALS: approach lighting system

ALSF-1: standard 2,400-foot high intensity approach lighting system with sequenced flashers (CAT I configuration)

ALSF-2: standard 2,400-foot high intensity approach light ing system with sequenced flashers (CAT II configuration)

APV: instrument approach procedure with vertical guidance

ARC: airport reference code

ARFF: aircraft rescue and fire-fighting

ARP: airport reference point

ARTCC: air route traffic control center

ASDA: accelerate-stop distance available

ASR: airport surveillance radar

ASOS: automated surface observation station

ATCT: airport traffic control tower

ATIS: automated terminal information service

AVGAS: aviation gasoline - typically 100 low lead (100LL)

AWOS: automated weather observation station

BRL: building restriction line

CFR: Code of Federal Regulations

CIP: capital improvement program

DME: distance measuring equipment

DNL: day-night noise level

DWL: runway weight bearing capacity for air

craft with dual-wheel type landing gear

DTWL: runway weight bearing capacity for aircraft with dual-tandem type landing gear

FAA: Federal Aviation Administration

FAR: Federal Aviation Regulation

FBO: fixed base operator

FY: fiscal year

GPS: global positioning system

GS: glide slope

HIRL: high intensity runway edge lighting

IFR: instrument flight rules (FAR Part 91)

ILS: instrument landing system

IM: inner marker

LDA: localizer type directional aid

LDA: landing distance available

LIRL: low intensity runway edge lighting

LMM: compass locator at middle marker

LOC: ILS localizer

LOM: compass locator at ILS outer marker

LORAN: long range navigation

MALS: medium intensity approach lighting system

MALSR: medium intensity approach lighting system with sequenced flashers

MALSR: medium intensity approach lighting system with runway alignment indicator lights

MIRL: medium intensity runway edge lighting

MITL: medium intensity taxiway edge lighting

MLS: microwave landing system

MM: middle marker

MOA: military operations area

MSL: mean sea level

NAVAID: navigational aid

NDB: nondirectional radio beacon

NM: nautical mile (6,076 .1 feet)

NPIAS: National Plan of Integrated Airport Systems

NPRM: notice of proposed rulemaking

ODALS: omnidirectional approach lighting system

OFA: object free area

OFZ: obstacle free zone

OM: outer marker

PAC: planning advisory committee

PAPI: precision approach path indicator

PFC: porous friction course

PFC: passenger facility charge

PCL: pilot-controlled lighting

PIW: public information workshop

PLASI: pulsating visual approach slope indicator

POFA: precision object free area

PVASI: pulsating/steady visual approach slope indicator

RCO: remote communications outlet

REIL: runway end identifier lighting

RNAV: area navigation

RPZ: runway protection zone

RTR: remote transmitter/receiver

RVR: runway visibility range

RVZ: runway visibility zone

SALS: short approach lighting system

SASP: state aviation system plan

SEL: sound exposure level

SID: standard instrument departure

SM: statute mile (5,280 feet)

SRE: snow removal equipment

SSALF: simplified short approach lighting system with sequenced flashers

SSALR: simplified short approach lighting system with runway alignment indicator lights

STAR: standard terminal arrival route

SWL: runway weight bearing capacity for aircraft with single-wheel type landing gear

STWL: runway weight bearing capacity for aircraft with single-wheel tandem type landing gear

TAF: Federal Aviation Administration (FAA) Terminal Area Forecast

TACAN:	tactical air navigational aid
TORA:	takeoff runway available
TODA:	takeoff distance available
TRACON:	terminal radar approach control
VASI:	visual approach slope indicator
VFR:	visual flight rules (FAR Part 91)
VHF:	very high frequency
VOR:	very high frequency omni-directional range
VORTAC:	VOR and TACAN collo-cated

OXNARD AIRPORT

Appendix B
PAC COMMENTS

OXNARD AIRPORT

PHASE I PAC COMMENTS

OXNARD AIRPORT
Oxnard, California

Airport Master Plan
Planning Advisory Committee Members

May 15, 2003

Transmitted herewith is the Phase One Report for the Airport Master Plan. This draft document will be presented at the first PAC meeting on **Thursday, May 15, 2003 at 10:00 a.m.** As a reminder, it will be held at the City of Oxnard Main Library, 251 South A Street in Oxnard.

PHASE ONE REPORT
INTRODUCTION
CHAPTER ONE - INVENTORY
CHAPTER TWO - FORECASTS
CHAPTER THREE - FACILITY REQUIREMENTS
APPENDIX A - GLOSSARY OF TERMS

☐ *I have read the Phase One Report and have no comments.*

☒ *I have read the Phase One Report and have the following comments. (Please add extra sheets if necessary.)*

Somewhat dissappointed that the report appeared to be constrained and does not reflect in my opinion the many possibilities available and necessary in the near future.

Please send this response sheet by May 30, 2003 to:

COFFMAN ASSOCIATES, INC.
4835 E. Cactus Road, Suite 235
Scottsdale, AZ 85254
FAX: (602) 993-7196
Attn: Steve Benson
stevebenson@coffmanassociates.com

Name: Eugene Fussell
Representing: _____
Phone: _____

TIMOTHY CLIFFORD RILEY
ATTORNEY AT LAW

MEMBER OF THE NEW YORK BAR

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* CHANNEL ISLANDS HARBOR *
OXNARD SHORES
CALIFORNIA 93035

MEMBER OF THE CALIFORNIA BAR

TELEPHONE (805) 984-2350 * FACSIMILE (805) 984-2FAX * EMAIL Tim.Riley@gte.net

Coffman Associates, Inc.
4835 East Cactus Road, Suite 235
Scottsdale, AZ 85254

Via Facsimile Only: 602-993-7196

Attention: Steve Benson

May 19, 2003

Re: Oxnard Airport Master Plan
From: Tim Riley, Planning Advisory Committee Member from the Neighborhood Oxnard Shores

I have read the Phase One Report and have the following comments:

The Mission statements for Oxnard Airport and Ventura County Department of Airports make it clear that Oxnard Airport airside as well as landside facilities should not be further developed.

This conclusion is further supported by the fact that the forecasted activity levels are less than those which have already been accommodated by the existing airport facilitities in the past. This conclusion is supported and documented in the Airport Master Plan for Oxnard Airport, Phase One draft at p. 3-1.

"It is important to note that most of the activity levels forecast in the previous chapter have been exceeded in the past." It then soundly reasons, "Since most of the forecast activity has been accommodated at this airport before, the emphasis will be more on re-development to ensure a safe, secure, and efficient operation."

Accordingly, the Master Plan should provide for safe, secure, and efficient operation - without any airside or landside expansion or development.

Also, and most importantly, the Master Plan should include a detailed plan with timetables describing the plan that will be implemented in order to comply with the Oxnard Airport Mission Statement mandate, "Oxnard airport shall: continue to search for a regional airport to serve the air carrier and commercial needs of the City of Oxnard and Ventura County."

The Master Plan should also include detailed plans and timetables on how to scale down the Oxnard Airport facilities and phase-out Oxnard Airport activities once that Oxnard Airport Mission Statement goal has been achieved.

Sincerely,

Timothy Clifford Riley
TCR/mc

10. Pg. 2-8. Please explain the purpose of using a 12-month moving total. The last paragraph should state "...SkyWest's enplanements declined to an average of 586 per month." The new text is underlined.
11. Pg. 2-11. We support the qualifiers listed for examining passenger potential in the Master Plan.
12. Pg. 2-12. The selected growth forecast projects a "recapture scenario." We believe the constant share growth rate of 0.004% is more realistic than the selected recapture market scenario of escalating percentages to 0.005% over 20 years in light of the County Board of Supervisors' directions to the Department of Airports and the Oxnard Airport mission statement. Consequently, we recommend that the Master Plan projections be revised slightly downward to reflect the constant share growth rate of 0.004%.
13. Exhibit 2D should identify that the selected forecast is actually the "market share recapture projection."
14. Pg. 2-13. What does SkyWest say specifically about its planes serving Oxnard, do they intend to continue with turboprop planes? Where is the term "load factor" defined in the text?
15. Pg. 2-17. In the Based Aircraft Forecast, last paragraph, the text states Table 2H says the airport's share has continued to drop and was 12.9 percent in 2001. The Table 2H indicates the share was 12.6%. Which figure is correct?
16. Pg. 2-19. The text states a constant market share of 12.9% was used in Table 2H and Exhibit 2F. However, the previous comment No. 15 indicates the constant market share is not clear (it is either 12.6% in 2001 or 12.9% in 2001, but in 2002 it was 12.8%). Why is the 12.9% based aircraft market share forecast used if the latest data show a declining trend? Exhibit 2F and Table 2H demonstrate a 16-year decline. The text does not appear to support its use of the 12.9% market share. The evidence suggests the market share should be a constant of 12.8%.
17. Pg. 2-25 Revise Table 2P to reflect the City's suggested growth rates.
18. Pg. 3-13. In the Pavement Strength section, the text should explain to the public why airplanes weighing more than Runway 7-25's strength rating of 70,000 pounds per dual wheel loading are allowed to land and are considered a safe landing at the airport.
19. Pg. 3-14 Table 3H. Why are some numbers in bold and italic type? The table should have a legend explaining the importance of different typefaces.
20. Pg. 3-19 Table 3J. Same comment as No. 19 above for Table 3H.
21. Pg. 3-20. The Hangars section uses the term "rustic" incorrectly. We suggest using a clearer term to explain that the salt air causes airplanes to corrode.
22. Pg. 3-21, 3-22. Tables 3K and 3L and 3M have a column for "available" with a blank area next to the left-hand column. It is unclear what the difference is in the first row between "available" and "current," and why one square of the table is blank in each table.
23. Pg. 3-23. In the Airport Access Routes, correct the street name to say "Channel Islands Boulevard."

OXNARD AIRPORT

PHASE II PAC COMMENTS

oxnard neighborhood councils

Wilson Neighborhood Council

August 8, 2003

James M. Harris, P.E.
Coffman Associates
4835 E. Cactus Road, Suite 235
Scottsdale, Arizona 85254

RE: Oxnard Airport Master Plan

Dear Mr. Harris:

As Chairman of a neighborhood directly impacted by the Oxnard Airport, I would like to bring to your attention the inconvenience of the PAC mid morning meeting times. Wilson Neighborhood Council has several residents interested in participating in the Airport Master Plan Advisory Committee, however their daily work schedules, in and out of Ventura County, prevent their attendance. Wilson Neighborhood then has no representation.

Wilson Neighborhood Council would like to recommend that a more convenient evening meeting be scheduled to allow full participation and fair representation.

Steve Fleischer has resigned his position as the Wilson PAC representative due to scheduling conflicts. Steve Buratti will now represent the Wilson Neighborhood Council on the Planning Advisory Committee. Mr. Buratti's address is 234 South "F" Street, Oxnard, CA 93030, for all future correspondence.

In addition to scheduling difficulties, the reports to be reviewed should be provided in a more timely manner. Here it is the 8th of August, and neither Steve Fleischman or Tim Reily have received their report to review as promised.

I ask that these accommodations be made in the interest of fairness and a true desire to obtain valuable neighborhood input.

Sincerely,

Bill Winter

Bill Winter
Chairman, Wilson Neighborhood Council

Cc: Scott Smith – Ventura County Department of Airports
Andres Herrera, Oxnard City Councilmember
Edmund F. Sotelo – City of Oxnard, City Manager
Granville Bowman – City of Oxnard, Director of Public Works
Donna Helms – City of Oxnard, Neighborhood Services

OXNARD AIRPORT
Oxnard, California

Airport Master Plan
Planning Advisory Committee Members

August 6, 2003

Transmitted herewith is the Phase Two Report for the Airport Master Plan. This draft document will be presented at the second PAC meeting on **Thursday, August 14, 2003 at 10:00 a.m.** As a reminder, it will be held at the City of Oxnard Main Library, 251 South A Street in Oxnard.

PHASE TWO REPORT
CHAPTER FOUR - ALTERNATIVES
APPENDIX B - PHASE ONE PAC COMMENTS

☐ *I have read the Phase Two Report and have no comments.*

☒ *I have read the Phase Two Report and have the following comments. (Please add extra sheets if necessary.)*

- WOULD LIKE TO SEE THE FORECASTS FOR AUTO RELIABILITY
- SEE ATTACHED NOTES FOR ADDITIONAL COMMENTS.

Please send this response sheet by August 30, 2003 to:

COFFMAN ASSOCIATES, INC.
4835 E. Cactus Road, Suite 235
Scottsdale, AZ 85254
FAX: (602) 993-7196
Attn: Steve Benson
stevebenson@coffmanassociates.com

Name: STEVE SARCHET
Representing: [illegible]
Phone: 805 382 [illegible]

OXNARD AIRPORT
Oxnard, California

Airport Master Plan
Planning Advisory Committee Members

August 6, 2003

Transmitted herewith is the Phase Two Report for the Airport Master Plan. This draft document will be presented at the second PAC meeting on **Thursday, August 14, 2003 at 10:00 a.m.** As a reminder, it will be held at the City of Oxnard Main Library, 251 South A Street in Oxnard.

PHASE TWO REPORT
CHAPTER FOUR - ALTERNATIVES
APPENDIX B - PHASE ONE PAC COMMENTS

☑ *I have read the Phase Two Report and have no comments.*

☐ *I have read the Phase Two Report and have the following comments. (Please add extra sheets if necessary.)*

Please send this response sheet by August 30, 2003 to:

COFFMAN ASSOCIATES, INC.
4835 E. Cactus Road, Suite 235
Scottsdale, AZ 85254
FAX: (602) 993-7196
Attn: Steve Benson
stevebenson@coffmanassociates.com

Name: STEVE KINNEY
Representing: ECONOMIC DEVELOPMENT CORP.
Phone: 805. 385. 7444

Phase II Comments, continued:

Issue: Runway Protection Zones (RPZ)
Issue: Property Within the Object Free Area (OFA)

Recommendation:

First Option: Request "modification of design standards" from the FAA for the RPZ and the OFA;
Second Option: Reduce runway length to accommodate for the RPZ and OFA;
Third Option: Adjust declared distances to accommodate the RPZ and OFA

Discussion:

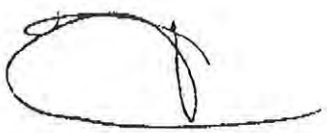
An issue relative to the sufficient control of property in the Runway Protection Zone (RPZ), and within the Object Free Area (OFA) has been raised in the Phase II report.

I am against the purchase of any property or procurement of any avigational easements over property for the purposes of the RPZ or the OFA

A purchase of property or easement is unnecessary and would be wasteful of public funds. Moreover, it would be contrary to the mission statements, which have limited expansion of the airport. If it were argued that said purchase would be required for safety reasons, then those proponents would have to publicly admit that thus far the Oxnard Airport has been operating in an unsafe and dangerous manner, which presents an embarrassing position for the Department of Airports to take.

The options stated above, would be less embarrassing for the Department of Airports, more practical to implement, more cost effective for the taxpayer, more consistent with the mission statements, less inflammatory to the community, and would resolve the issue readily.

Sincerely,



Timothy Clifford Riley
TCR/me

OXNARD AIRPORT
Oxnard, California

Airport Master Plan
Planning Advisory Committee Members

August 6, 2003

Transmitted herewith is the Phase Two Report for the Airport Master Plan. This draft document will be presented at the second PAC meeting on **Thursday, August 14, 2003 at 10:00 a.m.** As a reminder, it will be held at the City of Oxnard Main Library, 251 South A Street in Oxnard.

PHASE TWO REPORT
CHAPTER FOUR - ALTERNATIVES
APPENDIX B - PHASE ONE PAC COMMENTS

☐ *I have read the Phase Two Report and have no comments.*

☒ *I have read the Phase Two Report and have the following comments. (Please add extra sheets if necessary.)*

I THINK THE COMMITTEE IS TO NARROW THERE IS NO REPRESENTATION FROM THE GENERAL OXNARD COMMUNITY, NOR IS THERE ANY REPRESENTATION FROM COMMUNITIES OUTSIDE THE CITY OF OXNARD WHO USE THE AIRPORT OR DERIVE ECONOMIC BENEFITS FROM THE AIRPORT.

Please send this response sheet by August 30, 2003 to:

COFFMAN ASSOCIATES, INC.
4835 E. Cactus Road, Suite 235
Scottsdale, AZ 85254
FAX: (602) 993-7196
Attn: Steve Benson
stevebenson@coffmanassociates.com

Name: GARY JACOBS
Representing: AIRPORT ADVISORY COM
Phone: 641-9400

OXNARD AIRPORT

PHASE III PAC COMMENTS

OXNARD AIRPORT
Oxnard, California

Airport Master Plan
Planning Advisory Committee Members

November 6, 2003

Transmitted herewith is the Draft Report for the Airport Master Plan. This draft document will be presented at the second PAC meeting on **Wednesday, November 19, 2003 at 3:00 p.m.** As a reminder, it will be held at the Oxnard City Hall Council Chambers, 305 West 3rd Street in Oxnard. The Draft Report contains revisions to the chapters in the Phase One and Two Reports as well as the following new information:

DRAFT FINAL MASTER PLAN
CHAPTER FIVE - AIRPORT PLANS
APPENDIX B-2 - PHASE TWO PAC COMMENTS
APPENDIX C - AIRPORT LAYOUT PLAN

☐ *I have read the Draft Final Report and have no comments.*

☑ *I have read the Draft Final Report and have the following comments. (Please add extra sheets if necessary.)*

1. A GOOD DOCUMENT THAT SHOULD BE ADOPTED WITHOUT CONTROVERSY
2. ADDITION OF AN EXHIBIT THAT COMPARES PROJECTED SHORT, MEDIUM & LONG TERM TOTAL OPERATIONS WITH PAST PEAKS WOULD BE HELPFUL. I BELIEVE IT WOULD DEMONSTRATE THAT EVEN THE LONG TERM PROJECTION IS WITHIN PAST PEAK VOLUMES & FITS WITHIN OUR CAPACITY
3. LARGER (QUIETER) EQUIPMENT RESULTS IN FEWER A/C OPERATIONS & LESS ENVIRONMENTAL IMPACT.

Please send this response sheet by December 8, 2003 to:

COFFMAN ASSOCIATES, INC.
4835 E. Cactus Road, Suite 235
Scottsdale, AZ 85254
FAX: (602) 993-7196
Attn: Steve Benson
stevebenson@coffmanassociates.com

Name: MARK FINGERLIN
Representing: OXNARD AIRPORT ASSOCIATION
Phone: _____

OXNARD AIRPORT

Appendix C
AIRPORT LAYOUT PLAN

AIRPORT LAYOUT PLANS
FOR
OXNARD AIRPORT
OXNARD, CALIFORNIA

Prepared for the

County of Ventura
Department of Airports

INDEX OF DRAWINGS

1. AIRPORT LAYOUT PLAN
2. TERMINAL AREA DRAWING
3. PART 77 AIRSPACE DRAWING
4. APPROACH SURFACE PROFILE DRAWING
5. INNER PORTION OF RUNWAY 7 APPROACH SURFACE
6. INNER PORTION OF RUNWAY 25 APPROACH SURFACE
7. AIRPORT LAND USE PLAN
8. AIRPORT PROPERTY MAP

Coffman Associates
Airport Consultants
www.coffmanassociates.com

RUNWAY DATA

	RUNWAY 7-25	
	EXISTING	ULTIMATE
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	D-II	D-II/B-III
RUNWAY AZIMUTH	270.54° / 90.52°	SAME
RUNWAY BEARING	N90.52°W	SAME
RUNWAY DIMENSIONS	5,950' x 100'	5,950' x 100'
RUNWAY INSTRUMENTATION	Nonprecison/Precision	Precision
FAR PT?? CATEGORY	34.1/50:1	50:1
RUNWAY THRESHOLD DISPLACEMENT	0'/1,372'	0'/1,372'
RUNWAY SAFETY AREA (RSA)	7,700' x 500'	7,700' x 500'
RUNWAY OBSTACLE FREE ZONE (OFZ)	6,350' x 400'	6,350' x 400'
RUNWAY OBJECT FREE AREA (OFA)	7,630' x 800'	7,700' x 800'
TAKEOFF RUN AVAILABLE (TORA)	NA	5,950'/ 5,950'
TAKEOFF DISTANCE AVAILABLE (TODA)	NA	5,950'/ 5,950'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	NA	5,750'/ 5,950'
LANDING DISTANCE AVAILABLE (LDA)	NA	5,750'/ 4,578'
PAVEMENT MATERIAL	Asphalt	Asphalt
RUNWAY SURFACE TREATMENT	Grooved	Grooved
PAVEMENT STRENGTH (in thousand lbs.)[1]	50(S)/70(D)	50(S)/70(D)
RUNWAY EFFECTIVE GRADIENT	0.19%	0.19%
RUNWAY TOUCHDOWN ZONE ELEVATION	38.0MSL/38.9MSL	38.0MSL/38.9MSL
RUNWAY MARKING	Nonprecison/Precision	Precision
RUNWAY LIGHTING	MIRL	MIRL
TAXIWAY SURFACE TREATMENT	Asphalt	Asphalt
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	Centerline, Signage	Centerline, Signage
RUNWAY NAVIGATIONAL AIDS	GPS VOR (25) ILS (25)	GPS CAT I GPS --
RUNWAY VISUAL AIDS	VASI-4 (7) PAPI-2 (25)	VASI-4 (7) PAPI-4 (25) MALSR

[1]Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT), and/or Double Dual Tandem(DDT), wheel loading capacities.

AIRPORT DATA

Oxnard Airport (OXR)

CITY: Oxnard, California — COUNTY: Ventura, California

RANGE: 21 West — TOWNSHIP: 2 North — CIVIL TOWNSHIP: N/A

		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		Commercial	Commercial
AIRPORT REFERENCE CODE		D-II	D-II/B-III
AIRPORT ELEVATION		42.5' MSL	42.5' MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		75° F (July)	75° F (July)
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	34° 12' 02.883" N	34° 12' 02.883" N
	Longitude	119° 12' 25.979" W	119° 12' 25.979" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		Rotating Beacon ILS ASOS GPS	Rotating Beacon GPS ASOS

RUNWAY END COORDINATES (NAD 83)

RUNWAY		EXISTING	ULTIMATE
Runway 7	Latitude	34°12'03.1500"N	SAME
	Longitude	119°13'01.3900"W	SAME
Runway 25	Latitude	34°12'02.6200"N	SAME
	Longitude	119°11'50.5700"W	SAME
Runway 25 Dspl	Latitude	34°12'02.7400"N	SAME
	Longitude	119°12'06.9100"W	SAME

BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1		TERMINAL BUILDING
2		AIR TRAFFIC CONTROL TOWER (ATCT)
3	11	AIRPORT RESCUE and FIREFIGHTING (ARFF)
4	12	FIXED BASE OPERATION HANGAR
5		CONVENTIONAL HANGAR
6	13	PORTABLE HANGARS
7		AIRPORT MAINTENANCE
8		FUEL FACILITY
9		ELECTRICAL VAULT
10		WELL
	14	EXECUTIVE HANGAR
	15	SELF MAINTENANCE HANGAR

LEGEND

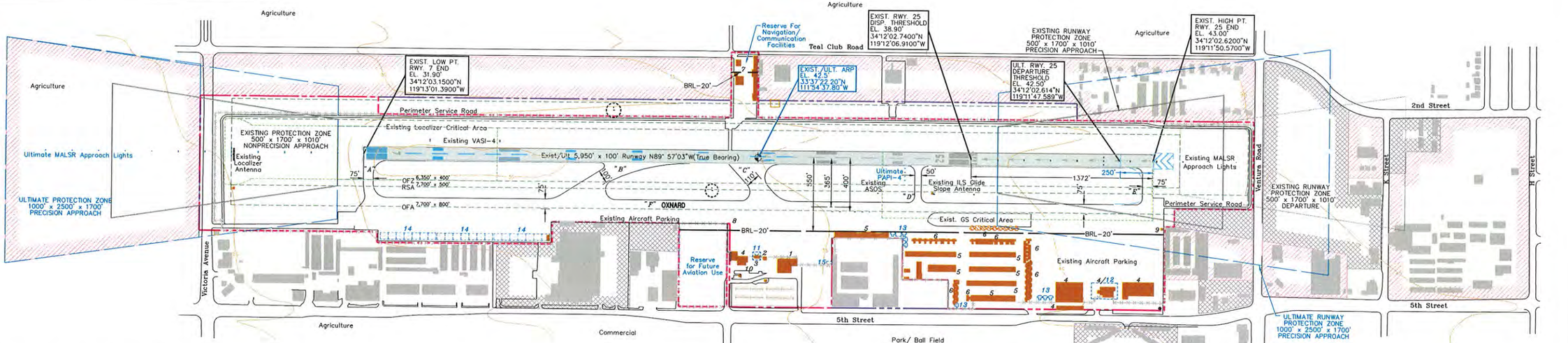
EXISTING	ULTIMATE	DESCRIPTION
		PAVEMENT TO BE REMOVED
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		BUILDING TO BE REMOVED OR RELOCATED
		BUILDING
	BRL	BUILDING RESTRICTION LINE (BRL)
		PAVEMENT
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY (USGS Maps)
		WIND INDICATOR (Lighted)

APPROVED MODIFICATION TO FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	EXISTING CONDITION	PROPOSED DISPOSITION	APPROVAL DATE
None	--	--	--	-

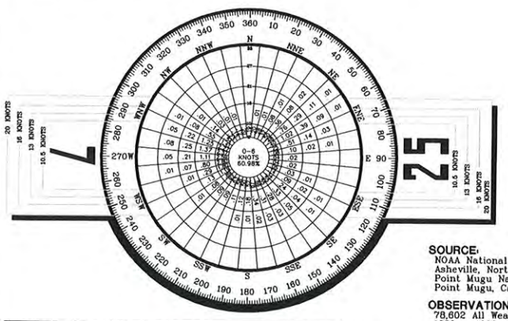
DEVIATIONS TO FAA AIRPORT DESIGN STANDARDS

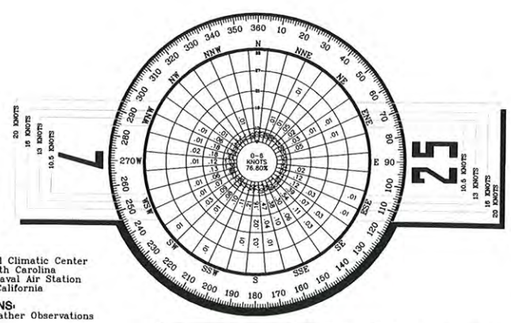
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Commercial/Residential	Runway Object Free Area	400' North of Runway ℄	340' North of Runway ℄	Request Modification to Standards
Commercial Parking Lot	Runway Object Free Area	400' South of Runway ℄	370' South of Runway ℄	Request Modification to Standards
Perimeter Service Road	Runway Object Free Area	400' North of Runway ℄	275' North of Runway ℄	Request Modification to Standards
Perimeter Service Road	Runway Object Free Area	400' South of Runway ℄	345' South of Runway ℄	Request Modification to Standards
Fence Line and Non-airport Property	Runway Object Free Area	400' North of Runway ℄	300' North of Runway ℄	Aquire Property/Relocate Fence
Segmented Circle	Runway Safety Area	250' South of Runway ℄	200' South of Runway ℄	Relocate 300' North of Runway ℄
Segmented Circle	Runway Object Free Area	200' South of Runway ℄	200' South of Runway ℄	Request Modification to Standards
Perimeter Service Road / Ventura Road	Extended Runway Safety Area	1000' Beyond Runway End	750' Beyond Runway End	Displace Rwy 7 Departure Threshold 250'



GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the PROTECTION ZONES PLANS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria, location utilizes 35 foot vertical object height. Building Restriction Line location may be reduced in accordance to Part 77 criteria, to limits of the Runway Object Free Area, Runway Safety Area, and/or Runway Protection Zone criteria.





SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Point Mugu Naval Air Station
Point Mugu, California

OBSERVATIONS:
78,602 All Weather Observations
1989 - 1998

ALL WEATHER WIND COVERAGE

Runways	10.5 Knots 12 MPH	13 Knots 15 MPH	16 Knots 18 MPH	20 Knots 23 MPH
Runway 7-25	97.05%	98.64%	99.69%	99.93%

IFR CAT-I WIND COVERAGE

Runways	10.5 Knots 12 MPH	13 Knots 15 MPH	16 Knots 18 MPH	20 Knots 23 MPH
Runway 7-25	97.40%	98.60%	99.61%	99.88%

SUBMITTED BY: Coffman Associates — ON THE DATE OF: November 11, 2003

FOR APPROVAL BY:
County of Ventura
Department of Airports

APPROVED BY: _____ ON THE DATE OF: _____

Scott Smith A.A.E.
Director of Airports

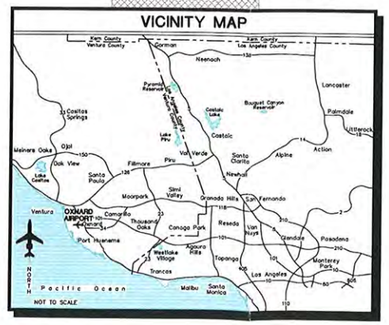
FAA APPROVAL STAMP

NORTH

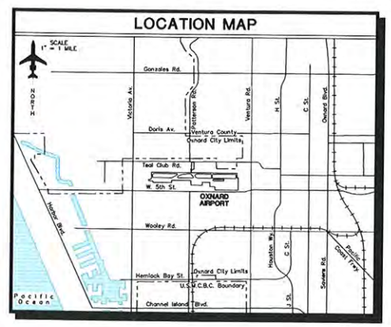
MAGNETIC VARIANCE
13° 22' East (November 2003)

0 400 800
SCALE IN FEET

VICINITY MAP



LOCATION MAP



OXNARD AIRPORT

AIRPORT LAYOUT PLAN

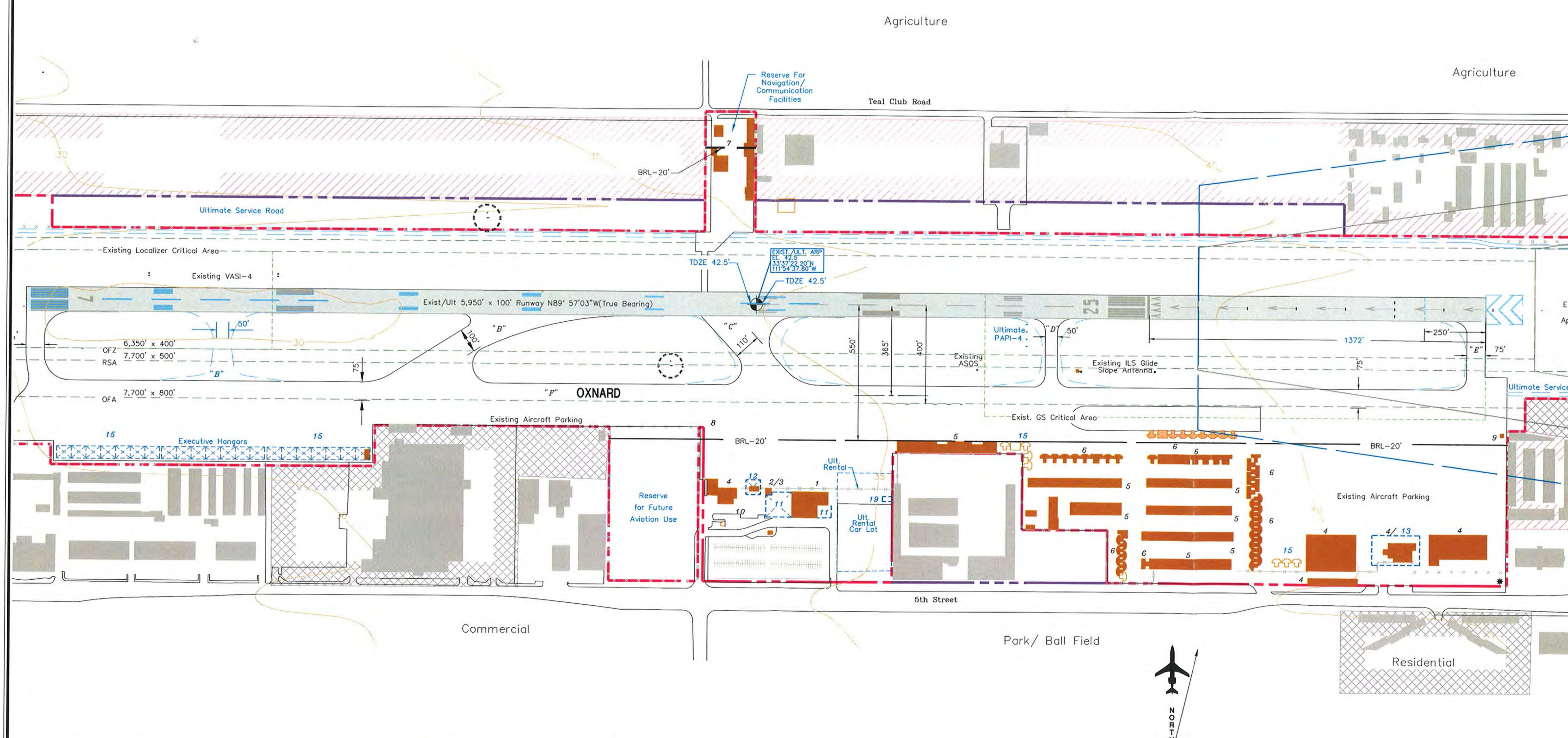
OXNARD, CALIFORNIA

PLANNED BY: Steven G. Benson P.E.
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris P.E.

August 9, 2004 — SHEET 1 OF 8

Coffman Associates — Airport Consultants — www.coffmanassociates.com

No.	REVISIONS	DATE	BY	APP'D.



MAGNETIC VARIANCE
13° 22' East (November 2003)

0 200 400 600
SCALE IN FEET

BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1	11	TERMINAL BUILDING
2		AIR TRAFFIC CONTROL TOWER (ATCT)
3	12	AIRPORT RESCUE and FIREFIGHTING (ARFF)
4	–	FIXED BASE OPERATION HANGAR
5	14	CONVENTIONAL HANGAR
6	15	PORTABLE HANGARS
7		AIRPORT MAINTENANCE
8	16	FUEL FACILITY
9		ELECTRICAL VAULT
10		WELL
	17	T-HANGAR (20 Unit Nested)
	18	CORPORATE PARCEL
	19	SELF MAINTENANCE HANGAR

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		PAVEMENT TO BE REMOVED
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVICATION EASEMENT
		BUILDING TO BE REMOVED OR RELOCATED
		BUILDING
	BRL	BUILDING RESTRICTION LINE (BRL)
		PAVEMENT
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SEGMENTED CIRCLE/WIND INDICATOR
1080	1080	TOPOGRAPHY (USGS Maps)
		WIND INDICATOR (Lighted)

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the PROTECTION ZONES PLANS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
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No.	REVISIONS	DATE	BY	APP'D.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

OXNARD AIRPORT

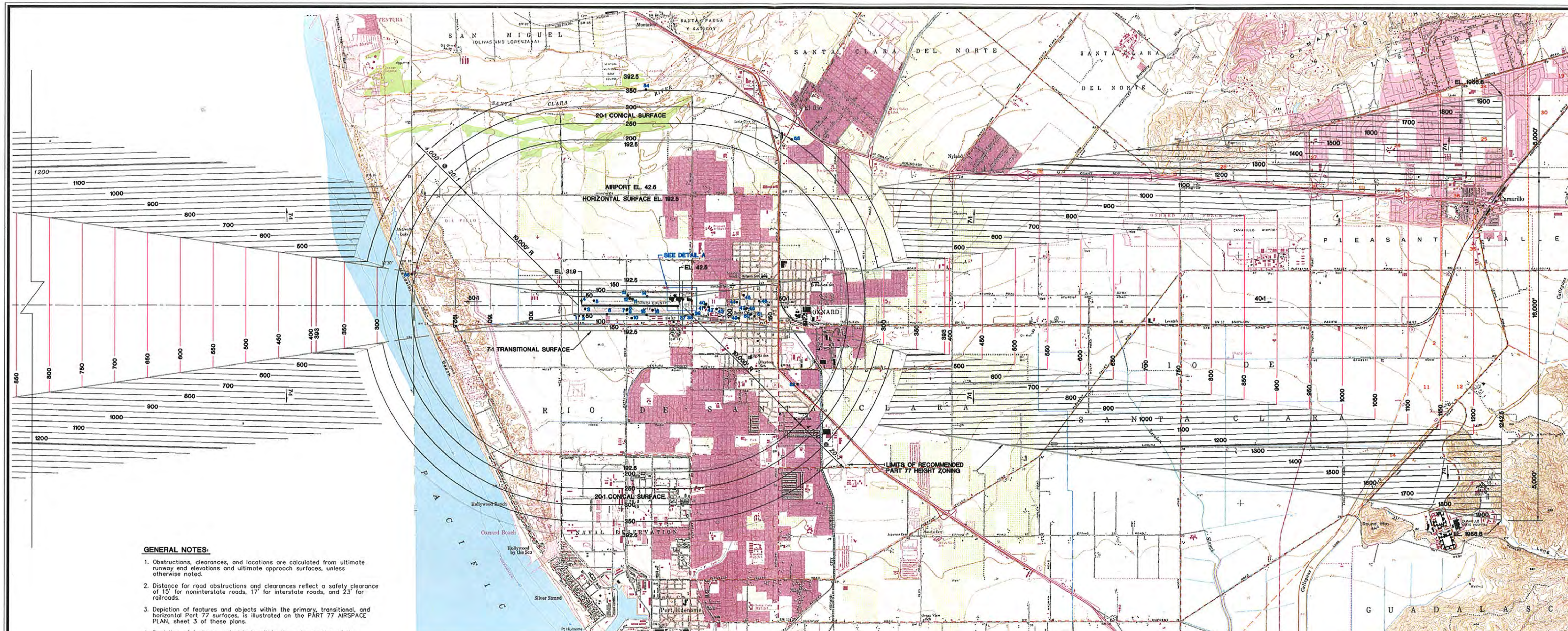
TERMINAL AREA DRAWING

OXNARD, CALIFORNIA

PLANNED BY: Steven G. Benson P.E.
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris P.E.

August 9, 2004 — SHEET 2 OF 8

Coffman Associates
Airport Consultants
www.coffmanassociates.com



GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Distance for road obstructions and clearances reflect a safety clearance of 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
3. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE PLAN, sheet 3 of these plans.
4. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH SURFACE PROFILES, sheet 4 of these plans.
5. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY 7-25 APPROACH SURFACE, sheet 5 and 6 of these plans.
6. Additional obstruction data is illustrated on National Ocean Survey document OC 674, AIRPORT OBSTRUCTION CHART dated May 1991.
7. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. OL ON LIGHT STANDARD	58 MSL	7:1 TRANSITIONAL SURFACE	52 MSL	6'	TO REMAIN LIGHTED
2. OL ON LIGHT STANDARD	59 MSL	7:1 TRANSITIONAL SURFACE	49 MSL	10'	TO REMAIN LIGHTED
3. WINDSOCK	41 MSL	PRIMARY SURFACE	32 MSL	9'	FIX BY FUNCTIONAL PURPOSE
4. FENCE	34 MSL	PRIMARY SURFACE	32 MSL	2'	TO BE RELOCATED
5. FENCE	37 MSL	PRIMARY SURFACE	33 MSL	4'	TO BE RELOCATED
6. VENT ON BUILDING	51 MSL	7:1 TRANSITIONAL SURFACE	38 MSL	13'	TO BE LIGHTED
7. OL ANEMOMETER	57 MSL	PRIMARY SURFACE	36 MSL	21'	TO REMAIN LIGHTED
8. OL WINDSOCK	52 MSL	PRIMARY SURFACE	36 MSL	16'	TO REMAIN LIGHTED
9. FENCE	40 MSL	7:1 TRANSITIONAL SURFACE	38 MSL	2'	TO BE RELOCATED
10. ATCT	115 MSL	7:1 TRANSITIONAL SURFACE	75 MSL	40'	TO REMAIN LIGHTED
11. BUILDING	53 MSL	PRIMARY SURFACE	36 MSL	17'	REQUEST AERONAUTICAL STUDY
12. VENT ON BUILDING	60 MSL	PRIMARY SURFACE	36 MSL	24'	TO BE LIGHTED
13. ANTENNA	97 MSL	7:1 TRANSITIONAL SURFACE	55 MSL	42'	TO BE LIGHTED
14. OL HANGAR	83 MSL	7:1 TRANSITIONAL SURFACE	51 MSL	32'	TO REMAIN LIGHTED
15. WINDVANE ON HANGAR	62 MSL	7:1 TRANSITIONAL SURFACE	46 MSL	16'	TO BE LIGHTED
16. OL GLIDE SLOPE	71 MSL	PRIMARY SURFACE	39 MSL	32'	FIX BY FUNCTIONAL PURPOSE
17. BUILDING	50 MSL	PRIMARY SURFACE	41 MSL	9'	REQUEST AERONAUTICAL STUDY
18. BUILDING	55 MSL	PRIMARY SURFACE	41 MSL	14'	REQUEST AERONAUTICAL STUDY
19. BUILDING	60 MSL	PRIMARY SURFACE	42 MSL	18'	REQUEST AERONAUTICAL STUDY
20. BUILDING	50 MSL	PRIMARY SURFACE	41 MSL	9'	REQUEST AERONAUTICAL STUDY
21. TREE	77 MSL	PRIMARY SURFACE	41 MSL	36'	TO BE REMOVED
22. BUILDING	52 MSL	PRIMARY SURFACE	41 MSL	11'	REQUEST AERONAUTICAL STUDY
23. TREE	102 MSL	7:1 TRANSITIONAL SURFACE	61 MSL	41'	TO BE REMOVED
24. TREE	109 MSL	7:1 TRANSITIONAL SURFACE	54 MSL	55'	TO BE REMOVED
25. BUILDING	50 MSL	PRIMARY SURFACE	43 MSL	7'	REQUEST AERONAUTICAL STUDY
26. BUILDING	61 MSL	PRIMARY SURFACE	43 MSL	18'	REQUEST AERONAUTICAL STUDY
27. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
28. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY

OBSTRUCTION TABLE

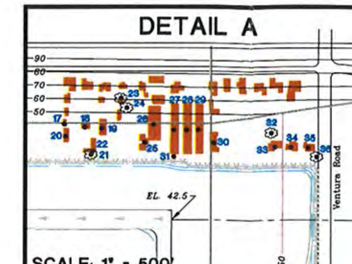
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
29. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
30. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
31. SIGN/LIGHT	68 MSL	PRIMARY SURFACE	43 MSL	25'	TO BE REMOVED
32. TREE	105 MSL	50:1 APPROACH SURFACE	49 MSL	56'	THRESHOLD DISPLACED
33. BUILDING	56 MSL	PRIMARY SURFACE	49 MSL	7'	REQUEST AERONAUTICAL STUDY
34. BUILDING	56 MSL	PRIMARY SURFACE	51 MSL	5'	REQUEST AERONAUTICAL STUDY
35. BUILDING	56 MSL	PRIMARY SURFACE	53 MSL	3'	REQUEST AERONAUTICAL STUDY
36. TREE	92 MSL	50:1 APPROACH SURFACE	53 MSL	39'	THRESHOLD DISPLACED
37. SPIRE	72 MSL	7:1 TRANSITIONAL SURFACE	50 MSL	22'	REQUEST AERONAUTICAL STUDY
38. SPIRE	73 MSL	7:1 TRANSITIONAL SURFACE	50 MSL	23'	REQUEST AERONAUTICAL STUDY
39. LIGHT POLE	76 MSL	50:1 APPROACH SURFACE	55 MSL	21'	THRESHOLD DISPLACED
40. FLAG POLE	88 MSL	50:1 APPROACH SURFACE	71 MSL	17'	THRESHOLD DISPLACED
41. UTILITY POLE	87 MSL	50:1 APPROACH SURFACE	69 MSL	18'	THRESHOLD DISPLACED
42. UTILITY POLE	93 MSL	50:1 APPROACH SURFACE	74 MSL	19'	THRESHOLD DISPLACED
43. FLOODLIGHT	116 MSL	50:1 APPROACH SURFACE	84 MSL	32'	THRESHOLD DISPLACED
44. TREE	144 MSL	50:1 APPROACH SURFACE	109 MSL	35'	THRESHOLD DISPLACED
45. TREE	143 MSL	50:1 APPROACH SURFACE	117 MSL	26'	THRESHOLD DISPLACED
46. TREE	175 MSL	50:1 APPROACH SURFACE	136 MSL	39'	THRESHOLD DISPLACED
47. CHURCH SPIRE	154 MSL	50:1 APPROACH SURFACE	121 MSL	33'	THRESHOLD DISPLACED
48. TREE	163 MSL	50:1 APPROACH SURFACE	121 MSL	42'	THRESHOLD DISPLACED
49. TREE	132 MSL	50:1 APPROACH SURFACE	111 MSL	21'	THRESHOLD DISPLACED
50. TREE	150 MSL	50:1 APPROACH SURFACE	126 MSL	24'	THRESHOLD DISPLACED
51. TREE	140 MSL	50:1 APPROACH SURFACE	131 MSL	9'	THRESHOLD DISPLACED
52. OL RADIO TOWER	196 MSL	HORIZONTAL SURFACE	193 MSL	3'	TO REMAIN LIGHTED
53. OL BUILDING	381 MSL	CONICAL SURFACE	301 MSL	80'	TO REMAIN LIGHTED
54. OL RADIO MAST	366 MSL	CONICAL SURFACE	353 MSL	13'	TO REMAIN LIGHTED
55. OL ROD ON STACK	218 MSL	CONICAL SURFACE	209 MSL	9'	TO REMAIN LIGHTED

NORTH

0 3000 6000

SCALE IN FEET

DETAIL A



SCALE: 1" = 500'

OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION

No.	REVISIONS	DATE	BY	APP'D.

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OXNARD AIRPORT

PART 77 AIRSPACE DRAWING

OXNARD, CALIFORNIA

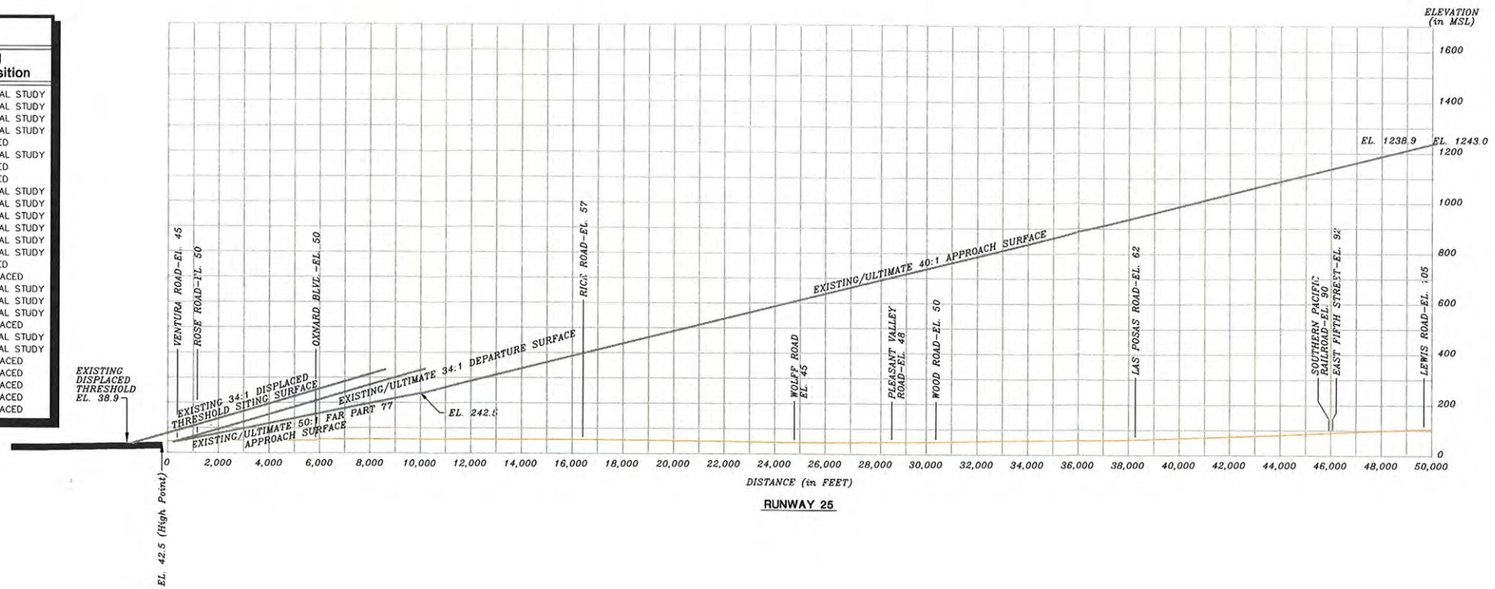
PLANNED BY: Steven G. Benson P.E.
DETAILED BY: Maggie Rogers
APPROVED BY: James M. harris P.E.

August 9, 2004 | SHEET 3 OF 8

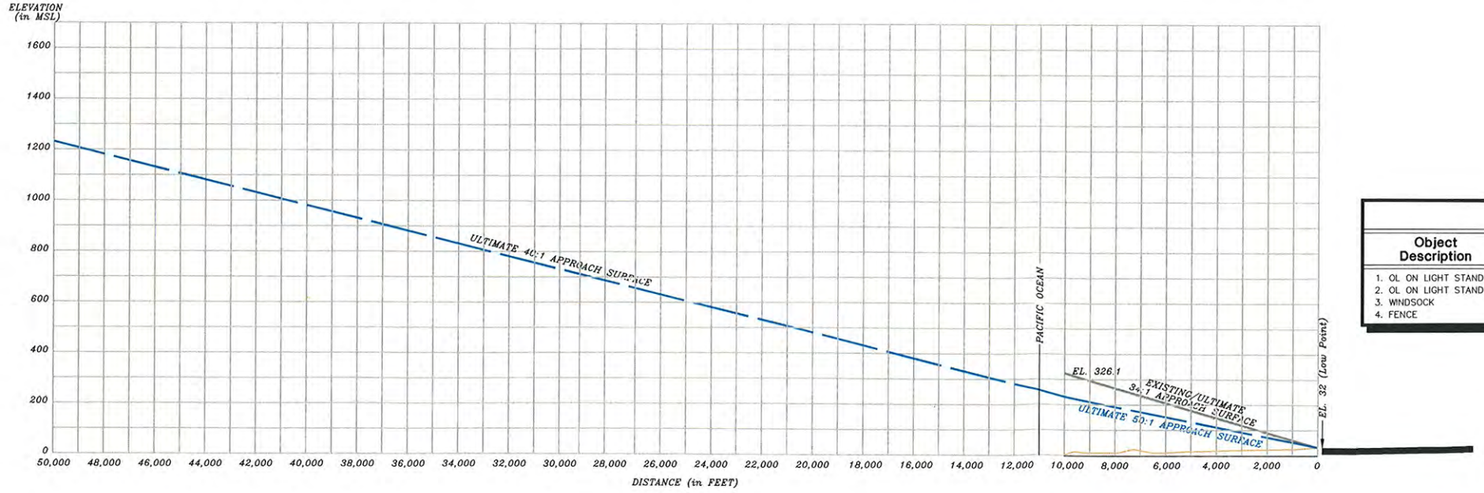
Coffman Associates
Airport Consultants
www.coffmanassociates.com

RUNWAY 25 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
17. BUILDING	50 MSL	PRIMARY SURFACE	41 MSL	9'	REQUEST AERONAUTICAL STUDY
18. BUILDING	55 MSL	PRIMARY SURFACE	41 MSL	14'	REQUEST AERONAUTICAL STUDY
19. BUILDING	60 MSL	PRIMARY SURFACE	42 MSL	18'	REQUEST AERONAUTICAL STUDY
20. BUILDING	50 MSL	PRIMARY SURFACE	41 MSL	9'	REQUEST AERONAUTICAL STUDY
21. TREE	77 MSL	PRIMARY SURFACE	41 MSL	36'	TO BE REMOVED
22. BUILDING	52 MSL	PRIMARY SURFACE	41 MSL	11'	REQUEST AERONAUTICAL STUDY
23. TREE	102 MSL	7:1 TRANSITIONAL SURFACE	61 MSL	41'	TO BE REMOVED
24. TREE	109 MSL	7:1 TRANSITIONAL SURFACE	54 MSL	55'	TO BE REMOVED
25. BUILDING	50 MSL	PRIMARY SURFACE	43 MSL	7'	REQUEST AERONAUTICAL STUDY
26. BUILDING	61 MSL	PRIMARY SURFACE	43 MSL	18'	REQUEST AERONAUTICAL STUDY
27. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
28. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
29. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
30. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
31. SIGN/LIGHT	68 MSL	PRIMARY SURFACE	43 MSL	25'	TO BE REMOVED
32. TREE	105 MSL	50:1 APPROACH SURFACE	49 MSL	56'	THRESHOLD DISPLACED
33. BUILDING	56 MSL	PRIMARY SURFACE	49 MSL	7'	REQUEST AERONAUTICAL STUDY
34. BUILDING	56 MSL	PRIMARY SURFACE	51 MSL	5'	REQUEST AERONAUTICAL STUDY
35. BUILDING	56 MSL	PRIMARY SURFACE	53 MSL	3'	REQUEST AERONAUTICAL STUDY
36. TREE	92 MSL	50:1 APPROACH SURFACE	53 MSL	39'	THRESHOLD DISPLACED
37. SPIRE	72 MSL	7:1 TRANSITIONAL SURFACE	50 MSL	22'	REQUEST AERONAUTICAL STUDY
38. SPIRE	73 MSL	7:1 TRANSITIONAL SURFACE	50 MSL	23'	REQUEST AERONAUTICAL STUDY
39. LIGHT POLE	76 MSL	50:1 APPROACH SURFACE	55 MSL	21'	THRESHOLD DISPLACED
40. FLAG POLE	88 MSL	50:1 APPROACH SURFACE	71 MSL	17'	THRESHOLD DISPLACED
41. UTILITY POLE	87 MSL	50:1 APPROACH SURFACE	69 MSL	18'	THRESHOLD DISPLACED
42. UTILITY POLE	93 MSL	50:1 APPROACH SURFACE	74 MSL	19'	THRESHOLD DISPLACED
43. FLOODLIGHT	116 MSL	50:1 APPROACH SURFACE	84 MSL	32'	THRESHOLD DISPLACED



RUNWAY 25



RUNWAY 7

RUNWAY 7 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. OL ON LIGHT STANDARD	58 MSL	7:1 TRANSITIONAL SURFACE	52 MSL	6'	TO REMAIN LIGHTED
2. OL ON LIGHT STANDARD	59 MSL	7:1 TRANSITIONAL SURFACE	49 MSL	10'	TO REMAIN LIGHTED
3. WINDSOCK	41 MSL	PRIMARY SURFACE	32 MSL	9'	FIX BY FUNCTIONAL PURPOSE
4. FENCE	34 MSL	PRIMARY SURFACE	32 MSL	2'	TO BE RELOCATED

RUNWAY 7-25 APPROACH SURFACE PROFILES

0 300 600
VERTICAL SCALE IN FEET

0 3000 6000
HORIZONTAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.

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OXNARD AIRPORT

APPROACH SURFACE PROFILE DRAWING

OXNARD, CALIFORNIA

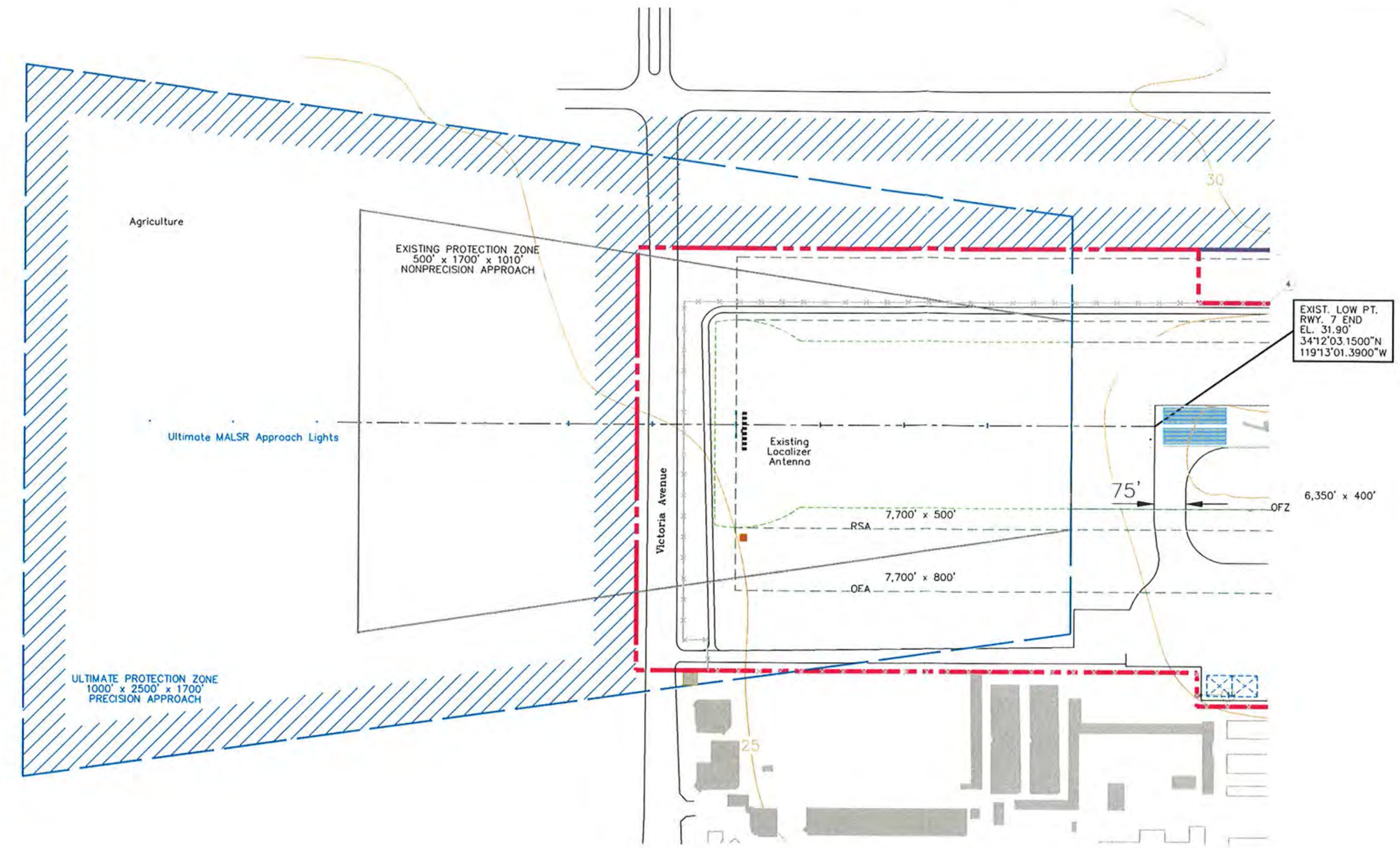
PLANNED BY: Steven G. Benson P.E.
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris P.E.

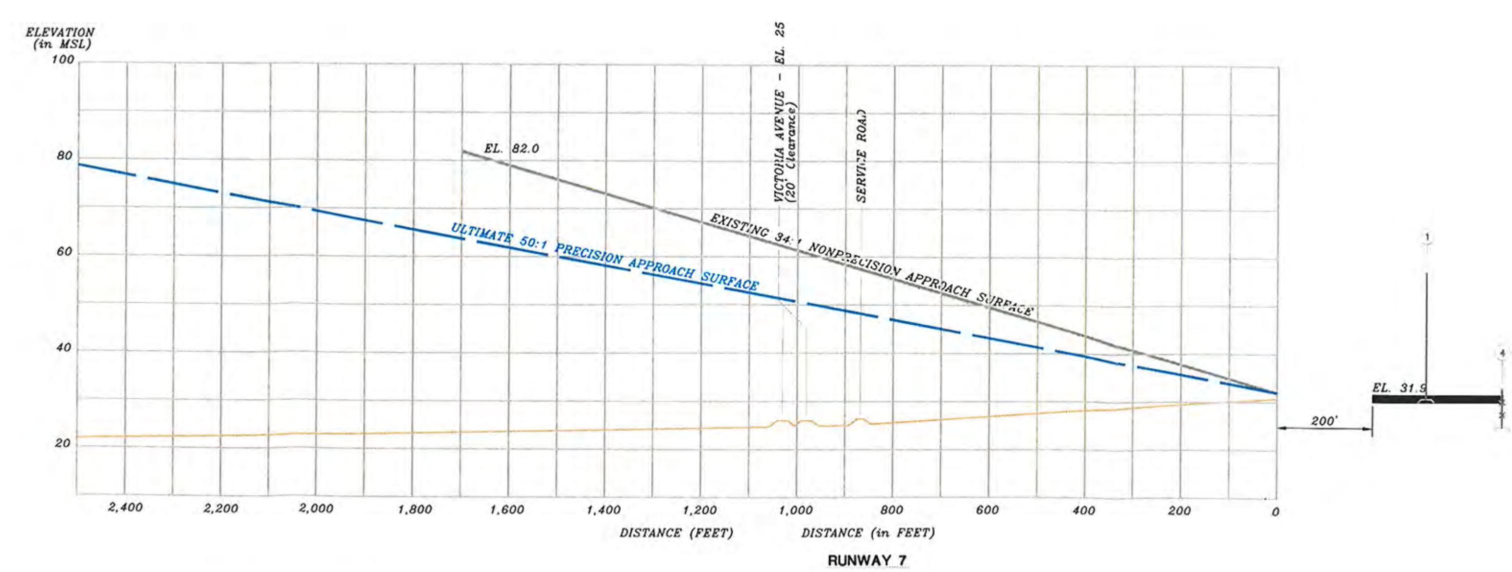
August 9, 2004 SHEET 4 OF 8

Coffman Associates
Airport Consultants
www.coffmanassociates.com

RUNWAY 7 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. OL ON LIGHT STANDARD	58 MSL	7:1 TRANSITIONAL SURFACE	52 MSL	6'	TO REMAIN LIGHTED
2. OL ON LIGHT STANDARD	59 MSL	7:1 TRANSITIONAL SURFACE	49 MSL	10'	TO REMAIN LIGHTED
3. WINDSOCK	41 MSL	PRIMARY SURFACE	32 MSL	9'	FIX BY FUNCTIONAL PURPOSE
4. FENCE	34 MSL	PRIMARY SURFACE	32 MSL	2'	TO BE RELOCATED





RUNWAY 7 APPROACH SURFACE PLAN and PROFILE

0 20 40
VERTICAL SCALE IN FEET

0 200 400
HORIZONTAL SCALE IN FEET

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Distance for road obstructions and clearances reflect a safety clearance of 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
3. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING.
4. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH SURFACE PROFILES, sheet 4 of these plans.
5. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE sheet 5 and 6 of these plans.
6. Additional obstruction data is illustrated on National Ocean Survey document OC 674, AIRPORT OBSTRUCTION CHART dated May 1991.
7. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.

No.	REVISIONS	DATE	BY	APP'D.

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OXNARD AIRPORT

INNER PORTION OF RUNWAY 7 APPROACH SURFACE

OXNARD, CALIFORNIA

PLANNED BY: Steven G. Benson P.E.
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris P.E.

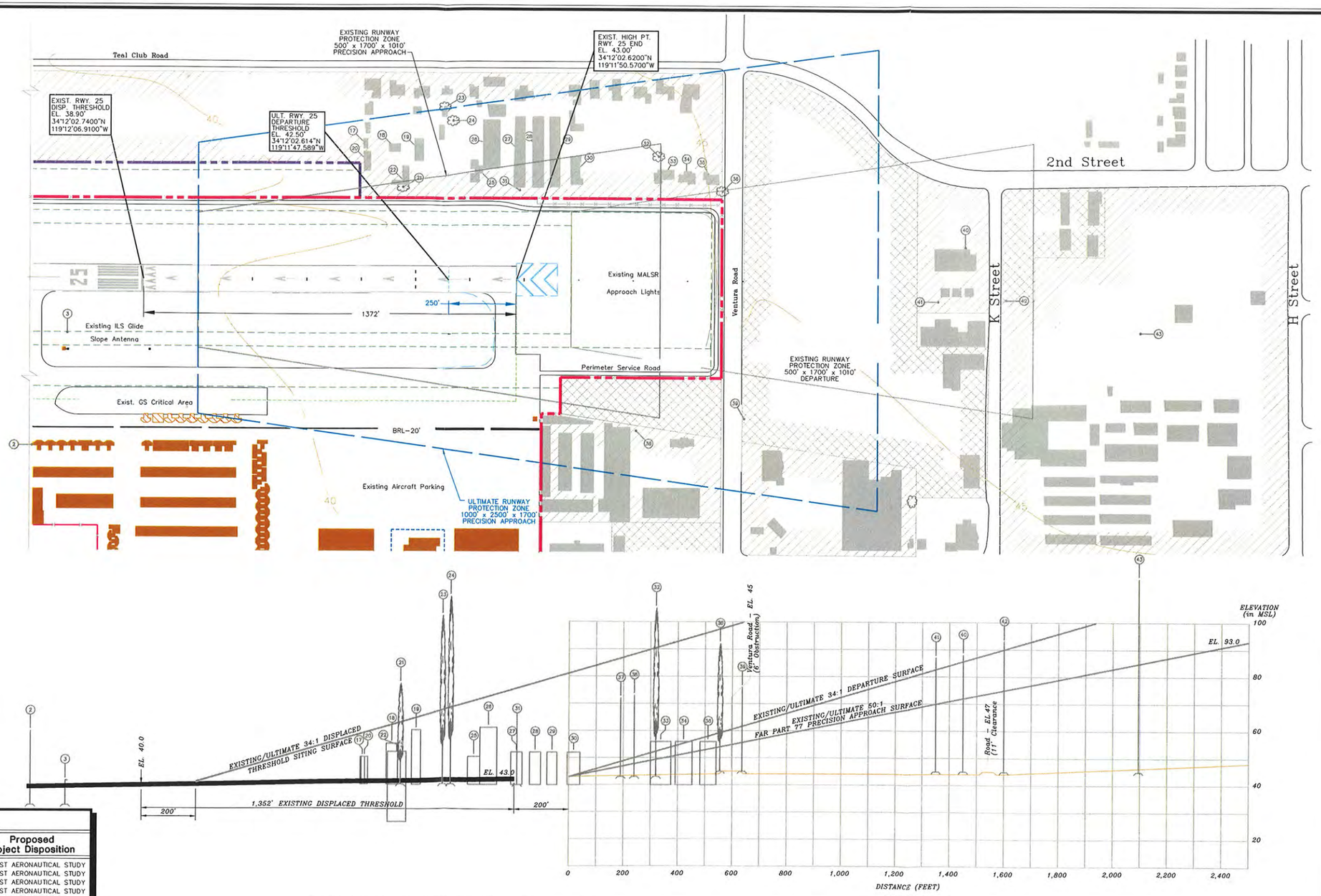
August 9, 2004

SHEET 5 OF 8

Coffman Associates
Airport Consultants
www.coffmanassociates.com

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Distance for road obstructions and clearances reflect a safety clearance of 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
3. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING.
4. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH SURFACE PROFILES, sheet 4 of these plans.
5. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE sheet 5 and 6 of these plans.
6. Additional obstruction data is illustrated on National Ocean Survey document OC 674, AIRPORT OBSTRUCTION CHART dated May 1991.
7. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.



RUNWAY 25 APPROACH SURFACE PLAN and PROFILE

RUNWAY 25

RUNWAY 25 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
17. BUILDING	50 MSL	PRIMARY SURFACE	41 MSL	9'	REQUEST AERONAUTICAL STUDY
18. BUILDING	55 MSL	PRIMARY SURFACE	41 MSL	14'	REQUEST AERONAUTICAL STUDY
19. BUILDING	60 MSL	PRIMARY SURFACE	42 MSL	18'	REQUEST AERONAUTICAL STUDY
20. BUILDING	50 MSL	PRIMARY SURFACE	41 MSL	9'	REQUEST AERONAUTICAL STUDY
21. TREE	77 MSL	PRIMARY SURFACE	41 MSL	36'	TO BE REMOVED
22. BUILDING	52 MSL	PRIMARY SURFACE	41 MSL	11'	REQUEST AERONAUTICAL STUDY
23. TREE	102 MSL	7:1 TRANSITIONAL SURFACE	61 MSL	41'	TO BE REMOVED
24. TREE	109 MSL	7:1 TRANSITIONAL SURFACE	54 MSL	55'	TO BE REMOVED
25. BUILDING	50 MSL	PRIMARY SURFACE	43 MSL	7'	REQUEST AERONAUTICAL STUDY
26. BUILDING	61 MSL	PRIMARY SURFACE	43 MSL	18'	REQUEST AERONAUTICAL STUDY
27. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
28. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
29. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
30. BUILDING	52 MSL	PRIMARY SURFACE	43 MSL	9'	REQUEST AERONAUTICAL STUDY
31. SIGN/LIGHT	68 MSL	PRIMARY SURFACE	43 MSL	25'	TO BE REMOVED
32. TREE	105 MSL	50:1 APPROACH SURFACE	49 MSL	56'	THRESHOLD DISPLACED
33. BUILDING	56 MSL	PRIMARY SURFACE	49 MSL	7'	REQUEST AERONAUTICAL STUDY
34. BUILDING	56 MSL	PRIMARY SURFACE	51 MSL	5'	REQUEST AERONAUTICAL STUDY
35. BUILDING	56 MSL	PRIMARY SURFACE	53 MSL	3'	REQUEST AERONAUTICAL STUDY
36. TREE	92 MSL	50:1 APPROACH SURFACE	53 MSL	39'	THRESHOLD DISPLACED
37. SPIRE	72 MSL	7:1 TRANSITIONAL SURFACE	50 MSL	22'	REQUEST AERONAUTICAL STUDY
38. SPIRE	73 MSL	7:1 TRANSITIONAL SURFACE	50 MSL	23'	REQUEST AERONAUTICAL STUDY
39. LIGHT POLE	76 MSL	50:1 APPROACH SURFACE	55 MSL	21'	THRESHOLD DISPLACED
40. FLAG POLE	88 MSL	50:1 APPROACH SURFACE	71 MSL	17'	THRESHOLD DISPLACED
41. UTILITY POLE	87 MSL	50:1 APPROACH SURFACE	69 MSL	18'	THRESHOLD DISPLACED
42. UTILITY POLE	93 MSL	50:1 APPROACH SURFACE	74 MSL	19'	THRESHOLD DISPLACED
43. FLOODLIGHT	116 MSL	50:1 APPROACH SURFACE	84 MSL	32'	THRESHOLD DISPLACED

0 20 40
VERTICAL SCALE IN FEET

0 200 400
HORIZONTAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.

OXNARD AIRPORT

INNER PORTION OF RUNWAY 25 APPROACH SURFACE

OXNARD, CALIFORNIA

PLANNED BY: Steven G. Benson P.E.
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris P.E.

August 9, 2004 SHEET 6 OF 8

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ON-AIRPORT LAND USE LEGEND

AO	AIRFIELD OPERATIONS (293.95 ACRES)	GA	GENERAL AVIATION AREA (39.55 ACRES)
RS	REVENUE SUPPORT (2.79 ACRES)	CO	COMMERCIAL AREA (9.53 ACRES)

BASE MAP: AERIAL PHOTO

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		PAVEMENT TO BE REMOVED
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVICATION EASEMENT
		BUILDING TO BE REMOVED OR RELOCATED
		BUILDING
		BUILDING RESTRICTION LINE (BRL)
		PAVEMENT
		FENCING
		NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY (USCS Maps)
		WIND INDICATOR (Lighted)

MAGNETIC VARIANCE
13° 22' East (November 2003)

0 400 800
SCALE IN FEET

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the PROTECTION ZONES PLANS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria, location utilizes 35 foot vertical object height. Building Restriction Line location may be reduced in accordance to Part 77 criteria, to limits of the Runway Object Free Area, Runway Safety Area, and/or Runway Protection Zone criteria.

No.	REVISIONS	DATE	BY	APP'D.

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OXNARD AIRPORT

ON-AIRPORT LAND USE DRAWING

OXNARD, CALIFORNIA

PLANNED BY: Steven G. Benson P.E.
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris P.E.

August 9, 2004 | SHEET 7 OF 8

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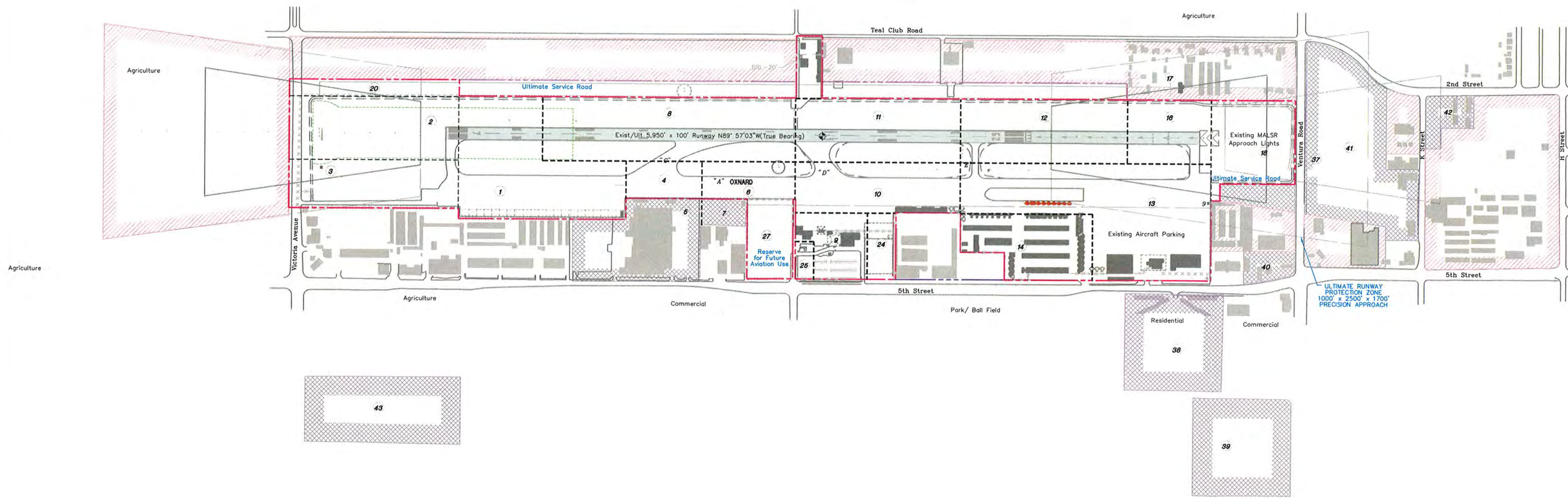
KEY:

- Existing Airport Property
- Existing Airport Avigation Easment
- Ultimate Land Acquisition
- Ultimate Airport Avigation Easment
- Parcel Boundary

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		PAVEMENT TO BE REMOVED
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		BUILDING TO BE REMOVED OR RELOCATED
		BUILDING
		BUILDING RESTRICTION LINE (BRL)
		PAVEMENT
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY (USGS Maps)
		WIND INDICATOR (Lighted)

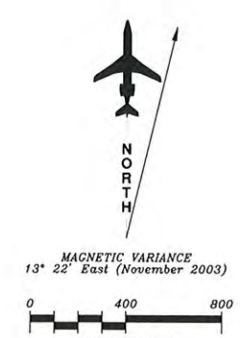


EXISTING PROPERTY DATA				
PARCEL	ACREAGE	PROPERTY INTEREST	ACQUISITION DATE	FEDERAL PROJECT NUMBER
1	21.71	FEE SIMPLE	3-14-1961	–
2	15.38	FEE SIMPLE	12-5-1961	–
3	11.81	FEE SIMPLE	7-25-1961	–
4	4.13	FEE SIMPLE	1-25-1960	–
6	5.10	FEE SIMPLE	10-21-1959	–
8	22.73	FEE SIMPLE	2-11-1941	–
9	6.30	FEE SIMPLE	9-29-1958	–
10	11.48	FEE SIMPLE	3-20-1936	–
11	14.92	FEE SIMPLE	7-30-1940	–
12	15.15	FEE SIMPLE	7-30-1940	–
13	30.80	FEE SIMPLE	3-16-1934	–
14	11.97	FEE SIMPLE	6-3-1947	–
15	2.31	FEE SIMPLE	3-18-12941	–
16	7.50	FEE SIMPLE	7-30-1940	–
17	0.08	FEE SIMPLE	7-30-1940	–
18	9.99	FEE SIMPLE	12-7-1971	–
20	3.94	FEE SIMPLE	6-3-1964	–
24	2.88	FEE SIMPLE	10-12-1982	–
25	1.03	FEE SIMPLE	6-6-1985	–
27	5.49	FEE SIMPLE	8-30-1994	–
28	0.21	FEE SIMPLE	11-7-1995	–
37	0.014	FEE SIMPLE	3-14-1975	–

AVIGATION EASEMENT DATA			
PARCEL	ACREAGE	ACQUISITION DATE	FEDERAL PROJECT NUMBER
5	±12.72	1-25-1960	–
7	±2.55	10-21-1959	–
26	±2.38	4-7-1993	–
38	±13.58	--	–
39	±13.69	--	–
40	±2.03	--	–
41	±21.93	--	–
42	±2.70	--	–
43	±14.70	--	–

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the PROTECTION ZONES PLANS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria, location utilizes 35 foot vertical object height. Building Restriction Line location may be reduced in accordance to Part 77 criteria, to limits of the Runway Object Free Area, Runway Safety Area, and/or Runway Protection Zone criteria.



No.	REVISIONS	DATE	BY	APP'D.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

OXNARD AIRPORT

AIRPORT PROPERTY MAP

OXNARD, CALIFORNIA

PLANNED BY: Steven G. Benson P.E.
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris P.E.

August 9, 2004

Coffman Associates
Airport Consultants
www.coffmanassociates.com

OXNARD AIRPORT

Appendix D

ENVIRONMENTAL EVALUATION

Appendix D
ENVIRONMENTAL EVALUATION

A review of the potential environmental impacts associated with proposed airport projects is an important consideration in the Airport Master Plan process. The primary purpose of this Appendix is to review the proposed program for the Oxnard Airport to determine whether the proposed actions could, individually or collectively, have the potential to significantly affect the quality of the environment.

A key component of this overview is coordination with appropriate federal, state, and local agencies to identify potential environmental concerns that should be considered prior to the design and construction of new facilities at the airport. Agency coordination consisted of a letter requesting comments and/or information regarding the proposed airport projects. Issues of concern that were identified as part of this process are presented in the following discussion. The letters received from various agencies are included at the end of this Appendix.

Once the airport begins receiving federal funding, improvements planned for Oxnard Airport, as depicted on the Airport Layout Plan (ALP), will require compliance with the *National Environmental Policy ACT (NEPA) of 1969,* as amended. For projects not categorically excluded under FAA Order 5050.4A, *Airport Environmental Handbook*, compliance with NEPA is generally satisfied with the preparation of an Environmental Assessment (EA). In cases where a categorical exclusion is issued, environmental issues such as wetlands, threatened or endangered species, and cultural resources are further evaluated during the federal, state, and/or local permitting processes. This master plan and any major improvements will also be subject to the requirements of

- Construct blast pad at the east end of the runway to protect the ground immediately behind the runway from being eroded by the blast wind created as aircraft begin their takeoff roll.

Landside Recommendations

Recommended landside improvements are primarily associated with maintenance, redevelopment, and modernization of existing facilities. The following outlines the proposed landside improvements at the airport.

- No change to the terminal building footprint, unless required for compliance with federal security mandates.
- Relocate port-a-ports closest to the taxiway to improve runway safety and taxi circulation.
- Construct a new rental car parking lot to allow the return of aviation use of the apron on the east side of the terminal building, which will be used to support general aviation activities.
- Redevelopment of older hangars as needed.

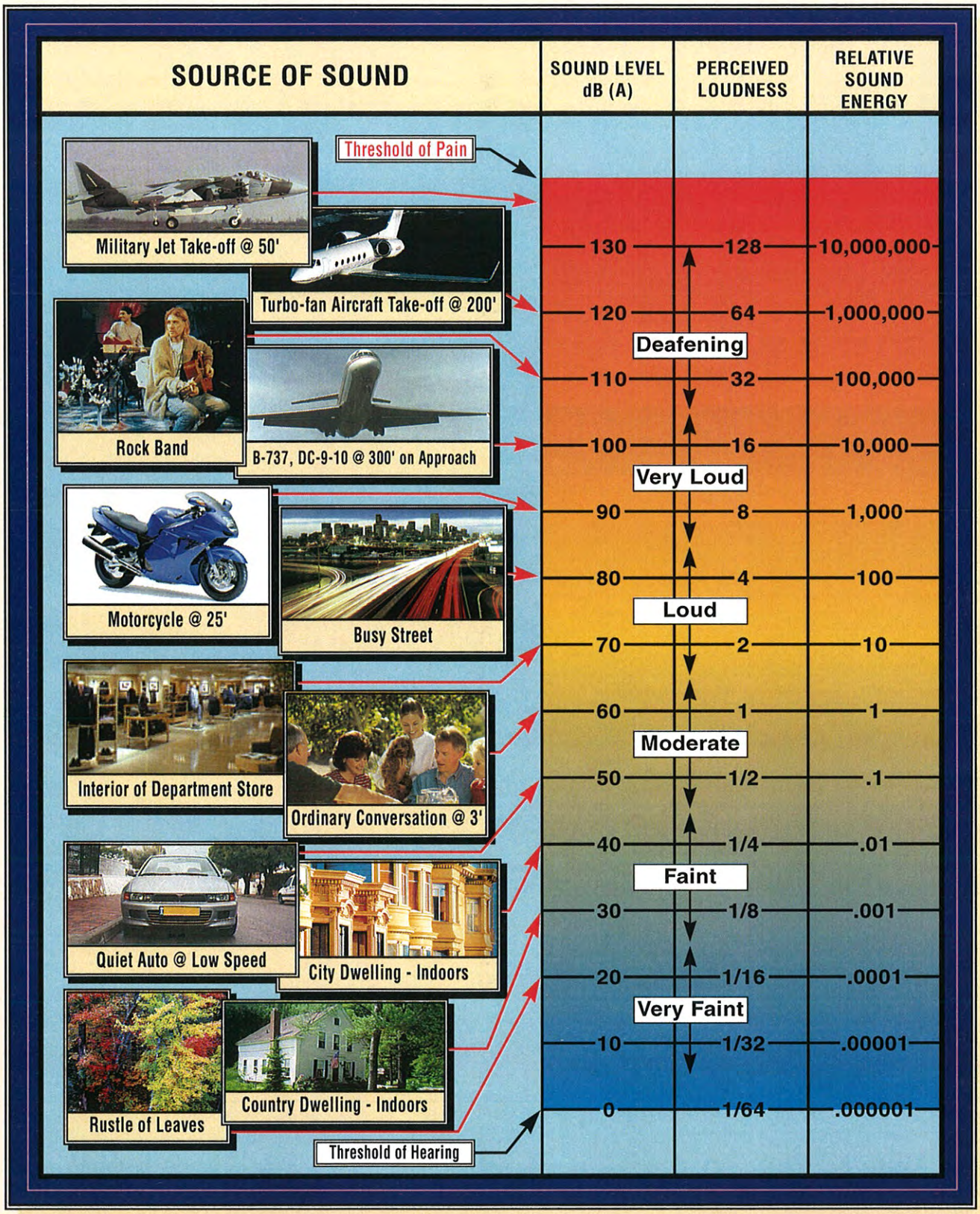
This Plan is based upon maintaining the Oxnard Airport as a County-owned and operated airport, open to general aviation and commuter airline activity that can operate within the constraints of the facility pursuant to both the Ventura County Department of Airports and Oxnard Airport Mission Statements. The draft Oxnard Airport Master Plan 2004 update continues to provide for maintenance and modernization of the existing terminal area facilities to serve the needs of the users with no plans for physical expansion.

ENVIRONMENTAL CONSEQUENCES - SPECIFIC IMPACTS

This environmental evaluation has been prepared using FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4A, *Airport Environmental Handbook*, as guidelines. Several factors are considered in a formal NEPA environmental document, such as an EA or an Environmental Impact Statement (EIS), which are not included in an Environmental Evaluation. These factors include details regarding the project location, historical perspective, existing conditions at the airport, and the purpose and need for the project. This information is available within the Oxnard Airport Master Plan document. A formal environmental document also includes the resolution of issues/impacts identified as significant during the environmental process.

Consequently, this Environmental Evaluation only identifies potential environmental issues and ***does not*** address mitigation or the resolution of environmental impacts. Each of the specific impacts categories outlined in FAA Order 5050.4A are addressed. The following table includes a discussion of each environmental category.

02MP01-D1-7/15/04



Source: Coffman Associates 1990

OXNARD AIRPORT

Exhibit D1
TYPICAL SOUND LEVELS

ber of seconds in a 24-hour day. The multiplication factor applied to nighttime sound events is intended to account for the increased annoyance attributable to noise occurring at night when ambient (background) noise levels are low and people are trying to sleep.

- In California, the Community Noise Equivalent Level (CNEL) metric is used instead of the DNL metric. The two are actually very similar. DNL accumulates the total noise occurring during a 24-hour period, with a 10 decibel weight applied to noise occurring during the nighttime (2200 - 0700 hours), The CNEL metric is the same except it also adds a 4.8 decibel weight for noise occurring between 1900 and 2200 hours. There is little actual difference between the two metrics in practice. Calculations of CNEL and DNL from the same data generally yield values with less than a 0.7 decibels difference (Metropolitan Transportation Commission 1983, p. 37).

CNEL is the metric currently accepted by the Federal Aviation Administration (FAA), Environmental Protection Agency (EPA), and Department of Housing and Urban Development (HUD) as an appropriate measure of cumulative average noise exposure in the State of California. These three federal agencies have each identified the 65 DNL noise contour as the threshold of incompatibility.

Since noise decreases at a constant rate in all directions from a source, points of equal CNEL noise levels are routinely indicated by means of a contour line. The various contour lines are then superimposed on a map of the airport and its environs. It is important to recognize that a line drawn on a map does not imply that aircraft noise stops at that line. Nevertheless, CNEL contours can be used to: (1) highlight existing or potential incompatibilities between an airport and any surrounding development; (2) assess relative noise exposure levels; (3) assist in the preparation of airport environs land use plans; and (4) provide guidance in the development of land use control devices, such as zoning ordinances, subdivision regulations, and building codes.

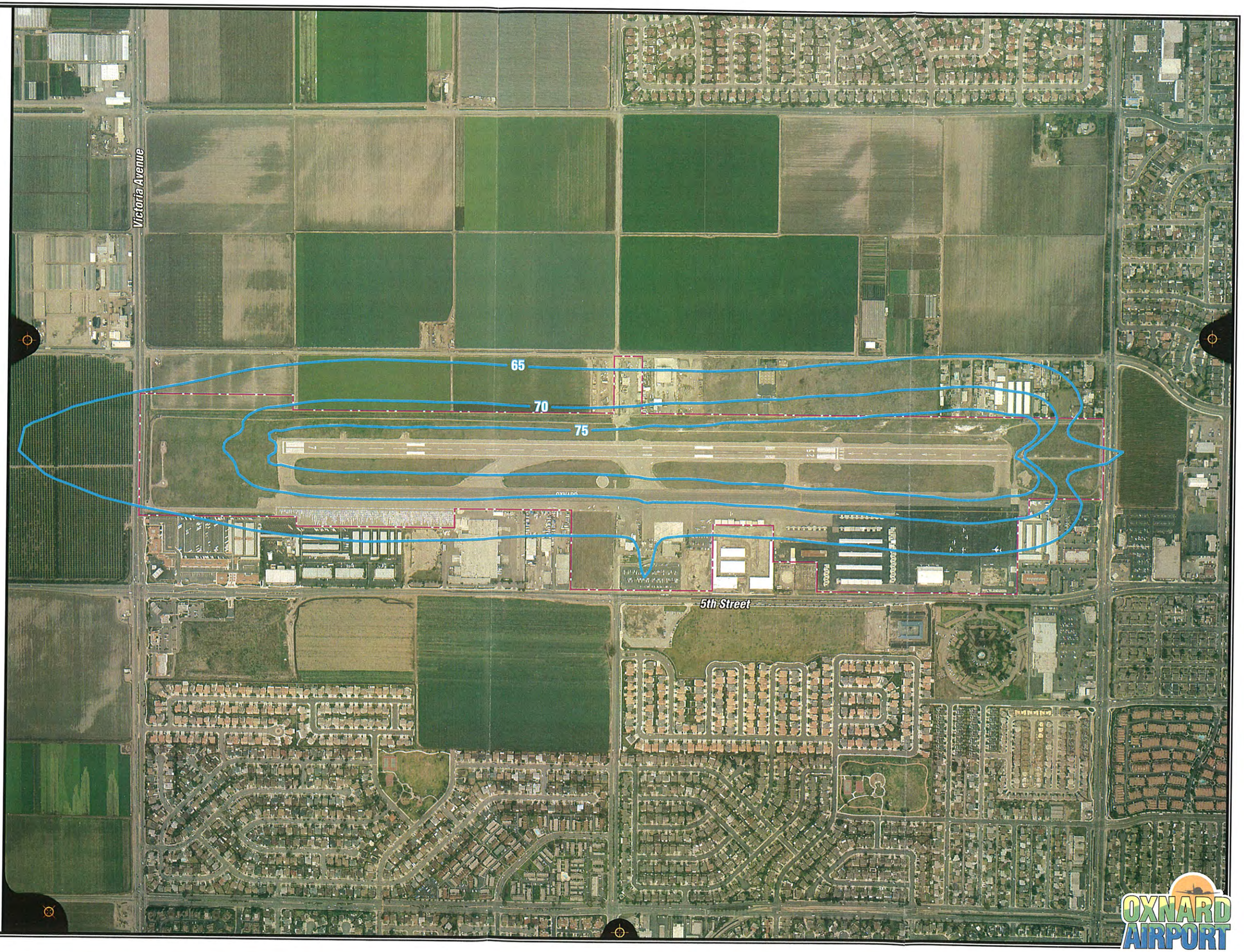
The noise contours for Oxnard Airport have been developed using the Integrated Noise Model (INM), Version 6.1. The INM is a computer model which accounts for each aircraft along approach, departure, and touch-and-go flight tracks during an average 24-hour period. These flight tracks are coupled with separate tables contained in the database of the INM which relate to noise, distances, and engine thrust for each make and model of aircraft selected.

The input files contain operational data, runway utilization, aircraft flight tracks, and fleet mix as projected in the plan. **Table D1** summarizes the fleet mix percentages used in the noise contour development for Oxnard Airport. While the federal control tower (FCT) maintains records of aircraft operations (landing and departures), the FCT does not record operations by aircraft type (piston engine, turboprop, or jet). Therefore, the fleet mix percentages included in **Table D1** are estimates based upon the 1998 noise compatibility study. As shown in the table, single and multi-engine piston air-

02MP01-D2-7/15/04

LEGEND

- Existing Airport Property Line
- CNEL Noise Contour



NORTH

0 800 1600

SCALE IN FEET

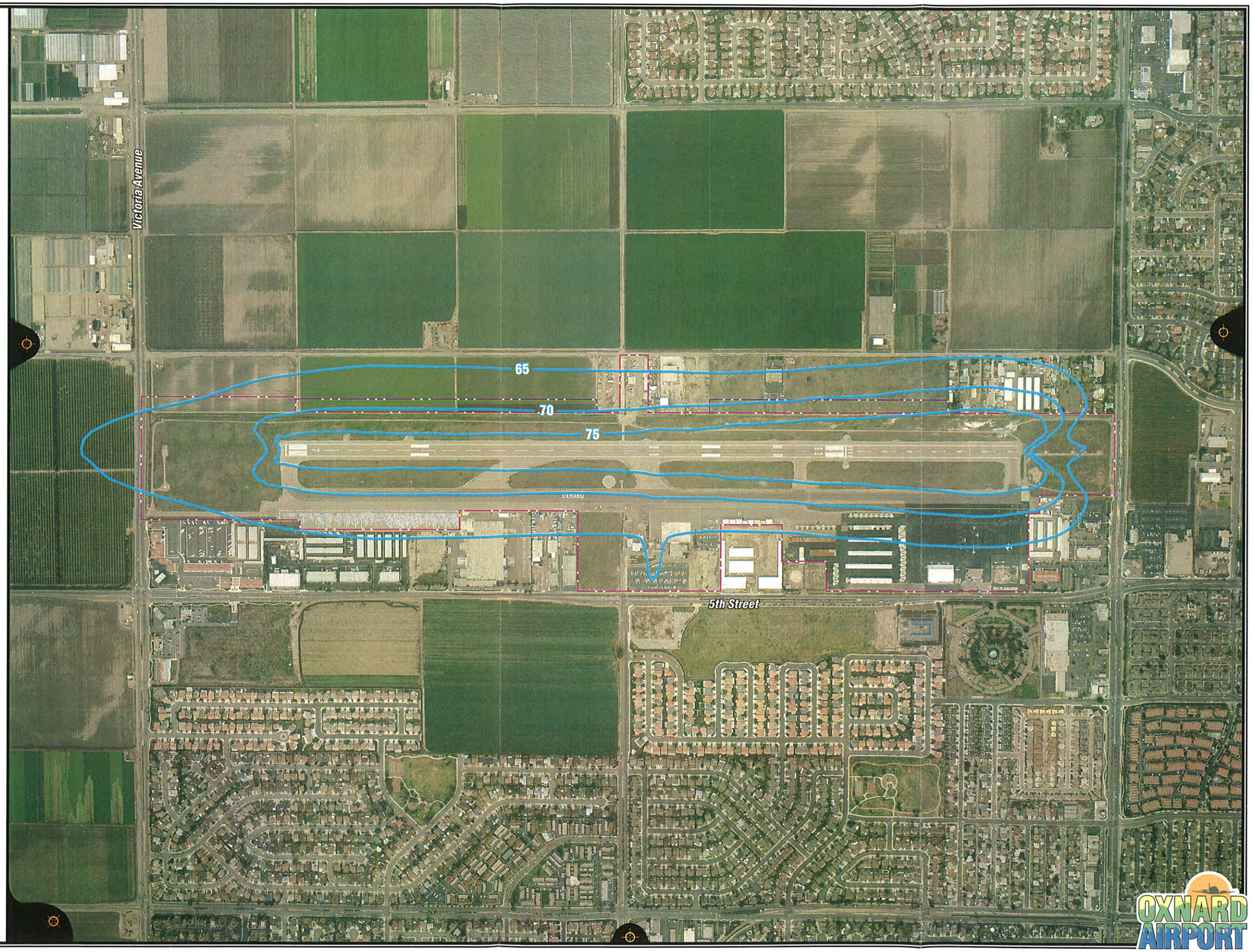
OXNARD AIRPORT

Exhibit D2
2002 NOISE EXPOSURE CONTOURS

02MP01-D3-7/15/04

LEGEND

- Existing Airport Property Line
- Future Airport Property Line
- CNEL Noise Contour



NORTH

0 800 1600

SCALE IN FEET

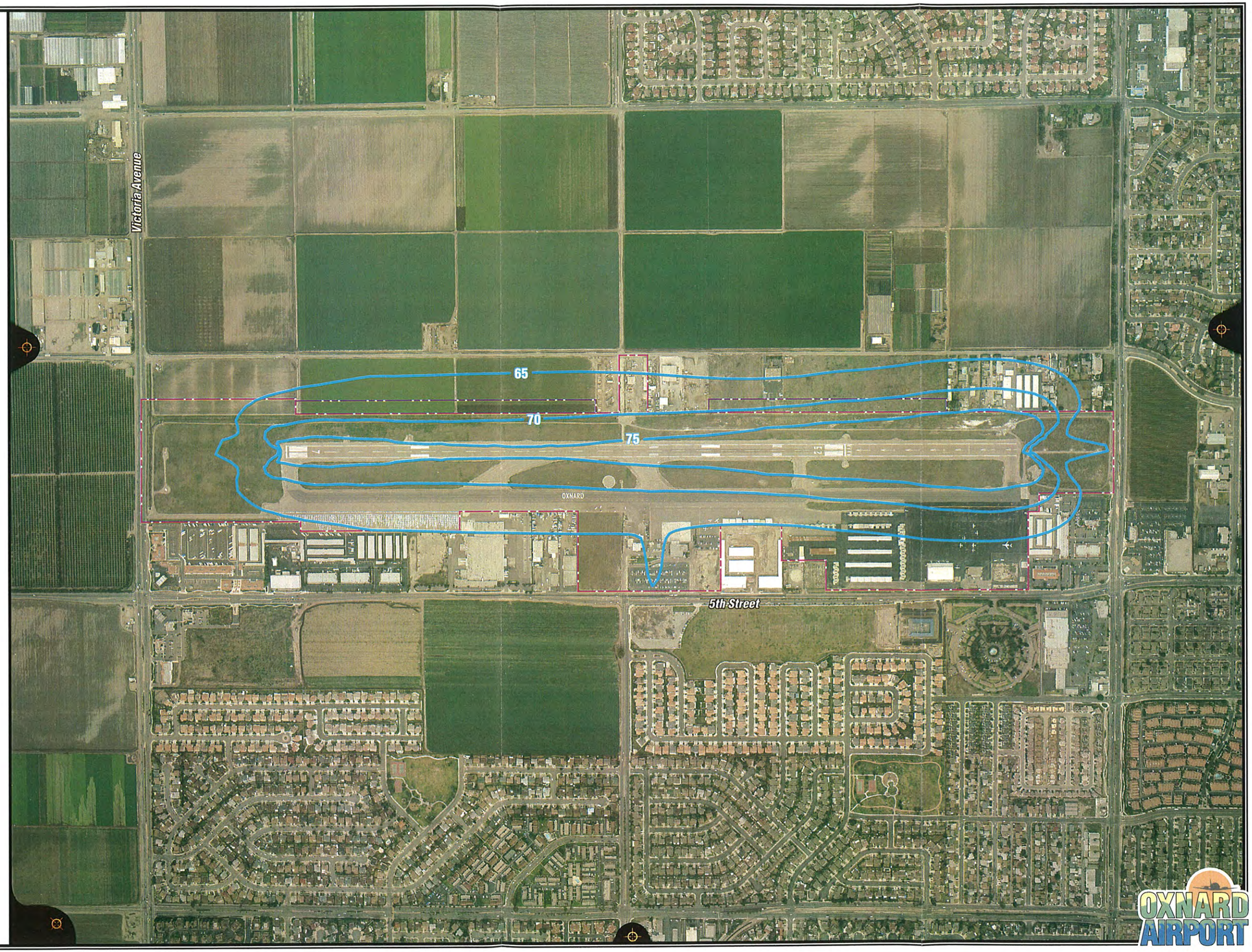
OXNARD AIRPORT

Exhibit D3
2010 NOISE EXPOSURE CONTOURS

02MP01-D4-7/15/04

LEGEND

- Existing Airport Property Line
- Future Airport Property Line
- CNEL Noise Contour



NORTH

0 800 1600

SCALE IN FEET

OXNARD AIRPORT

Exhibit D4
2025 NOISE EXPOSURE CONTOURS

TABLE D3 CNEL Contour Coverage (in acres)			
	65 CNEL	70 CNEL	75 CNEL
2002	265.2	130.9	68.7
2010	235.7	116.3	58.5
2025	200.7	98.6	43.5

The intermediate 65 CNEL noise contour extends beyond the airport property boundary approximately 400 feet to the west. To the north, the noise contour extends off airport property slightly less than 400 feet. The noise contour to the south extends the same distance as in the existing contour. The ultimate noise contours are contained within the airport property boundary to the west and east. To the north and south, the 65 CNEL extend beyond airport property slightly less than they do in the intermediate contours.

As shown on the exhibits, the 65 CNEL noise contour extends beyond the existing airport boundaries into areas of existing residential development northeast of the airport. As mentioned previously, the 65 CNEL threshold is used to identify areas of incompatibility and noise exposure impacts.

FAA's threshold of significance has been determined to be a 1.5 CNEL increase in noise over any noise-sensitive area located in the 65 CNEL. As depicted on **Table D3**, the contours are reduced in size, therefore, indicating a reduction in overall noise. Less-than-significant impacts are anticipated as future noise exposure will not increase 1.5 CNEL over the residential (noise- sensitive) areas.

COMPATIBLE LAND USE

Federal Aviation Regulations (F.A.R.) Part 150 recommends guidelines for planning land use compatibility within various levels of aircraft noise exposure as summarized on **Exhibit D5**. These are guidelines only inasmuch as F.A.R. Part 150 explicitly states that determinations of noise compatibility regulation of land uses are purely local responsibilities.

North of the airport is an existing agricultural tract. This area is likely to file for a Specific Plan and be fully developed within ten years as a mix of residential and commercial uses. This area is known as the Proposed Teal Club Specific Plan. East of the airport is the former site of the Oxnard High School campus. The high school was relocated in 2002 and the city has purchased the property. Currently known as the Former Oxnard High School Site, the city is considering options including residential development. Based on FAA criteria, neither of these areas will be negatively impacted by the proposed safety improvements at the airport. Additionally, the acquisition of the pro-

02MP10-D5-7/15/04

LAND USE	Yearly Day-Night Average Sound Level (DNL) in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings	Y	N[1]	N[1]	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N[1]	N[1]	N[1]	N	N
PUBLIC USE						
Schools	Y	N[1]	N[1]	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y[2]	Y[3]	Y[4]	Y[4]
Parking	Y	Y	Y[2]	Y[3]	Y[4]	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y[2]	Y[3]	Y[4]	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y[2]	Y[3]	Y[4]	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y[2]	Y[3]	Y[4]	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y[6]	Y[7]	Y[8]	Y[8]	Y[8]
Livestock farming and breeding	Y	Y[6]	Y[7]	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y[5]	Y[5]	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

The designations contained in this table do not constitute a federal determination that any use of land covered by the program is acceptable under federal, state, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally-determined land uses for those determined to be appropriate by local authorities in response to locally-determined needs and values in achieving noise compatible land uses.

See other side for notes and key to table.

OXNARD AIRPORT

Exhibit D5
LAND USE COMPATIBILITY GUIDELINES

Numerous avigation easements are proposed for areas surrounding the airport. Like the avigation easements currently being acquired, these easements are designed to control development heights. Height limits will remain unchanged from those currently in place.

The proposed improvements and associated land acquisition and avigation easements are not anticipated to divide or disrupt an established community, interfere with orderly planned development, or create a short-term, appreciable change in employment.

Less-than-significant impacts to the surrounding traffic network are anticipated. The proposed construction of a blast pad at the east end of the runway will not impact traffic on Ventura Road. The purpose of the blast pad is to reduce soil erosion. Forecast increases in annual operations and passengers are not expected to cause a noticeable increase in congestion or access time to community facilities, recreation areas, or places of residence or business or other disruption. A significant increase in traffic on nearby U.S. Highway 101 and State Highway 1 is not anticipated as the forecasts demonstrate a minimal amount of growth.

INDUCED SOCIOECONOMIC IMPACTS

These impacts address those secondary impacts to surrounding communities resulting from the proposed improvements, including shifts in patterns of population growth, public service demands, and changes in business and economic activity to the extent influenced by the airport improvements. Significant shifts in patterns of population movement or growth, or public service demands are not anticipated as a result of the proposed improvements.

The surrounding transportation network will experience an increase in use as the surrounding community continues to develop. As plans for residential development are carried through, traffic surrounding the airport will increase. It is not anticipated that traffic resulting from airport use will contribute significantly to the increase of the area transportation network.

AIR QUALITY

The U.S. Environmental Protection Agency (EPA) has adopted air quality standards that specify the maximum permissible short-term and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for six criteria pollutants which include: Ozone (O_3), Carbon Monoxide (CO), Sulfur Dioxide (SO_2), Nitrogen Oxide (NO), Particulate matter (PM10), and Lead (Pb). Various levels of review apply within both NEPA and permitting requirements. For example, an air quality analysis is typically required during the preparation of a NEPA document if enplanement levels exceed 3.2 million enplanements or general aviation operations exceed 180,000.

SECTION 4(f) LANDS

The Department of Transportation Act of 1966 states that, "the Secretary of Transportation will not approve any program or projects that requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance unless there is not feasible and prudent alternative." The proposed improvements will not require the use of Section 4(f) lands.

HISTORICAL AND CULTURAL RESOURCES

Proposed projects at the airport do not include the disturbance of previously undisturbed land. Therefore, impacts to cultural resources are not anticipated.

For safety reasons, aging hangar facilities may need to be replaced. Some of these buildings meet the age requirement criteria for listing within the National Register of Historic Places. However, other criteria, such as a significance in American history, have not been determined. Further coordination with the State Historic Preservation Office (SHPO) will need to be completed prior to any building replacement to determine the historical significance.

THREATENED OR ENDANGERED SPECIES AND BIOLOGICAL RESOURCES

The U.S. Fish and Wildlife Service (USFWS) database lists 13 threatened or endangered animal species in Ventura County. These species are comprised of birds, amphibians, reptiles, fish, and one mammal. Numerous plants which are known to occur in Ventura County are also listed as threatened or endangered.

No response was received from the California Department of Game and Fish or the USFWS regarding the potential likelihood of these species occurring on airport property or in the vicinity. However, previous correspondence received from the USFWS indicated that the Ventura marsh milkvetch has been located west of the airport, beneath the extended Runway 25 centerline. In previous correspondence, the USFWS did not indicate that this, or any other listed species, occurs on airport property. Further coordination and possibly a biological survey may need to be completed before acquisition or development on previously undeveloped land can occur.

WATERS OF THE U.S. INCLUDING WETLANDS

There are no wetlands or waters of the U.S. located in the project area; therefore, no impacts are anticipated.

including a farmland conversion impact rating, will need to be completed prior to any property acquisition or construction.

The proposed relocation of the Runway 7 departure threshold will not impact agricultural uses to the west. The Runway 7 departure end is located at the east end of the runway. The start of takeoff roll will remain the same. Lighting equipment proposed to be installed in the agricultural area to the west will not be impeded by surrounding crops. Crops such as strawberries and other low profile plants currently planted in this area will not pose a problem for airport lights.

ENERGY SUPPLY AND NATURAL RESOURCES

Energy requirements generally fall into two categories: (1) those which relate to changed demands for stationary facilities; and (2) those which involve the movement of air and ground vehicles. According to FAA Order 5050.4A, an impact arises where a project will have a measurable effect on local energy supplies or would require the use of an unusual material or one in short supply. Increased consumption of fuel by aircraft is examined where ground movement or run-up times increase substantially without offsetting efficiencies in operational procedures, or if the action would add appreciably to access time, or if there would be a substantial change in movement patterns for on-airport service or other vehicles. The proposed alternative will result in a less-than-significant impact to energy supply and natural resources. Impacts are a result of increased operations and upgraded facilities.

LIGHT EMISSIONS

The proposed improvements include the installation of the MASLR on the Runway 7 approach. This installation will slightly increase the amount of light generated by the airport over undeveloped areas.

Demand based hangars will introduce additional lighting to the south side of the landside facility area. This lighting would be similar to what already exists at the airport; therefore, a less-than- significant impact to light emissions are anticipated.

SOLID WASTE

As operations continue to increase at Oxnard Airport, so will the generation of solid waste.

However, these impacts are expected to be less-than significant.

4. The inclusion of all appropriate traffic volumes analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.

5. The discussion of mitigation measures appropriate to alleviate the anticipated traffic impacts should include, but not be limited to, the following:

   - Description of Transportation Infrastructure Improvements
   - Financial Costs, Funding Sources and Financing
   - Sequence and Scheduling Considerations
   - Implementation Responsibilities, Controls, and Monitoring

Any mitigation involving transit, HOV, or Transportation Demand Management must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. With respect to the specification of the developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer, the following ratio should be estimated: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

   Items 7-13 list environmental/airport environmental land use planning issues:

7. The environmental evaluation will be a part of the Oxnard Airport Master Plan. In addition to this master planning effort, the Federal Aviation Administration and Ventura County will also prepare environmental documents to satisfy the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), respectively.

8. The Federal Aviation Administration's Advisory Circular (AC) 150/5070-6A, Airport Master Plans, provides national guidance for the preparation of airport master plans, pursuant to the provisions of the Airport and Airway Improvement Act of 1982. In AC 150/5070-6A, Chapter 4, Topics 5 and 7 explain land use and environmental issues that should be discussed in an airport master plan.

9. The land use discussion in AC 150/5070-6A states that "the existence of any governmental programs designed to direct land use patterns in the area under review should be noted." Therefore, we recommend that you cross-reference the airport land use compatibility planning strategies of the Ventura County Airport Land Use Commission (ALUC) in your study. When complete, the Airport Master Plan should be submitted to the Ventura County

If you have any further questions, please feel free to call Rose Casey, Deputy District Director of Planning, at (213) 897-0970.

Sincerely,

DOUGLAS R FAILING
District Director

Ventura County
Air Pollution
Control District

669 County Square Drive
Ventura, California 93003

tel 805/645-1400
fax 805/645-1444
www.vcapcd.org

Michael Villegas
Air Pollution Control Officer

May 24, 2004

Angela Steele
Airport/Environmental Planner
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Subject: Request for Review of Oxnard Airport Master Plan Environmental Evaluation

Dear Ms. Steele:

The Ventura County Air Pollution Control District staff has reviewed your request for comments or concerns regarding potential air quality impacts associated with proposed improvements at the Oxnard Airport. The proposed update to the current Oxnard Airport Master Plan is intended to identify potential future facility demands and provide the airport with the means to address those demands. Oxnard Airport is located on approximately 216 acres of land in the northwestern portion of the City of Oxnard. The airport's terminal building is accessible from West Fifth Street. Patterson road provides a secondary access option.

The following comments are based on the 2003 *Ventura County Air Quality Assessment Guidelines* (2003 Guidelines), which describes what constitutes a significant air quality impact. The 2003 Guidelines is the advisory document for preparing air quality evaluations of environmental documents. A copy of the 2003 Guidelines can be accessed from the downloadable materials section of the APCD website at www.vcapcd.org. We recommend you use the Guidelines in your environmental evaluation of the potential air quality impacts associated with the Oxnard Airport's proposed improvements.

Based on the information provided to the District, the Oxnard Airport Master Plan Update would be expected to have a less than significant impact on regional air quality. The Draft Master Plan update does not anticipate additional growth of the airport above the originally forecasted growth contained in the 1983 Oxnard Airport Master Plan.

Cumulative Regional Air Quality Impacts

Based on data provided by the County Planning Department, the estimated population of the Oxnard Growth Area is 166,260 persons (December 31, 2003). The forecasted Oxnard Growth Area population for 2005 is 167,918 persons. This project is not expected to result in any increase in population. Therefore, this project would not result in population growth above that forecasted in the Ventura County Air Quality Management Plan (AQMP). For that reason, this project is consistent with the AQMP and therefore expected to have a less than significant impact on cumulative regional air quality.

Nuisance Condition

8) Facilities shall be constructed and operated in accordance with the Rules and Regulations of the Ventura County Air Pollution Control District, with emphasis on Rule 51, *Nuisance.*

"A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endangers the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property."

Demolition Condition

9) The applicant shall notify the District prior to issuance of demolition permits for any onsite structures. Demolition and/or renovation activities shall be conducted in compliance with District Rule 62.7, *Asbestos – Demolition and Renovation.*

Rule 62.7 governs activities related to demolition of buildings with asbestos-containing materials. This rule establishes the notification and emission control requirements for demolition activities. Specifically, this rule requires that the owner or operator of a facility shall remove all asbestos-containing material from a facility being demolished. For additional information on asbestos, or to download a copy of Rule 62.7, please visit our website at www.vcapcd.org/asbestos.htm. You can also contact the District's Asbestos Coordinator, Jay Nicholas at (805) 645-1443 or by email at jay@vcapcd.org.

Construction Equipment Permit Requirements

Any combustion equipment onsite, which is rated at 50 horsepower (HP) or greater, must have either an APCD Permit to Operate (PTO), or be registered with the California Air Resources Board's (CARB) Portable Equipment Registration Program (PERP). Examples of such equipment include portable electrical generators, and portable air compressors.

For more information on obtaining an APCD PTO please contact the District's Permitting Engineering Division at (805) 645-1401 or (805) 645-1481. Additional information can also be accessed from the Permits section of the APCD website at www.vcapcd.org. For more information on CARB's PERP program, please visit the CARB website at http://www.arb.ca.gov/perp/perp.htm, or call (916) 324-5869.

Planning and Environmental Services Division
305 West Third Street • Oxnard, CA 93030 • (805) 385-7858 • Fax (805) 385-7417

May 28, 2004

Ms. Angela Steele
Airport/Environmental Planner
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Re: *Comments Regarding Environmental Resources and Issues Associated with the Proposed Improvements to the Oxnard Airport.*

Thank you for the opportunity to comment on the proposed improvements to the Oxnard Airport as outlined in your letter of April 26, 2004 to Planning and Environmental Services.

We have several comments and questions:

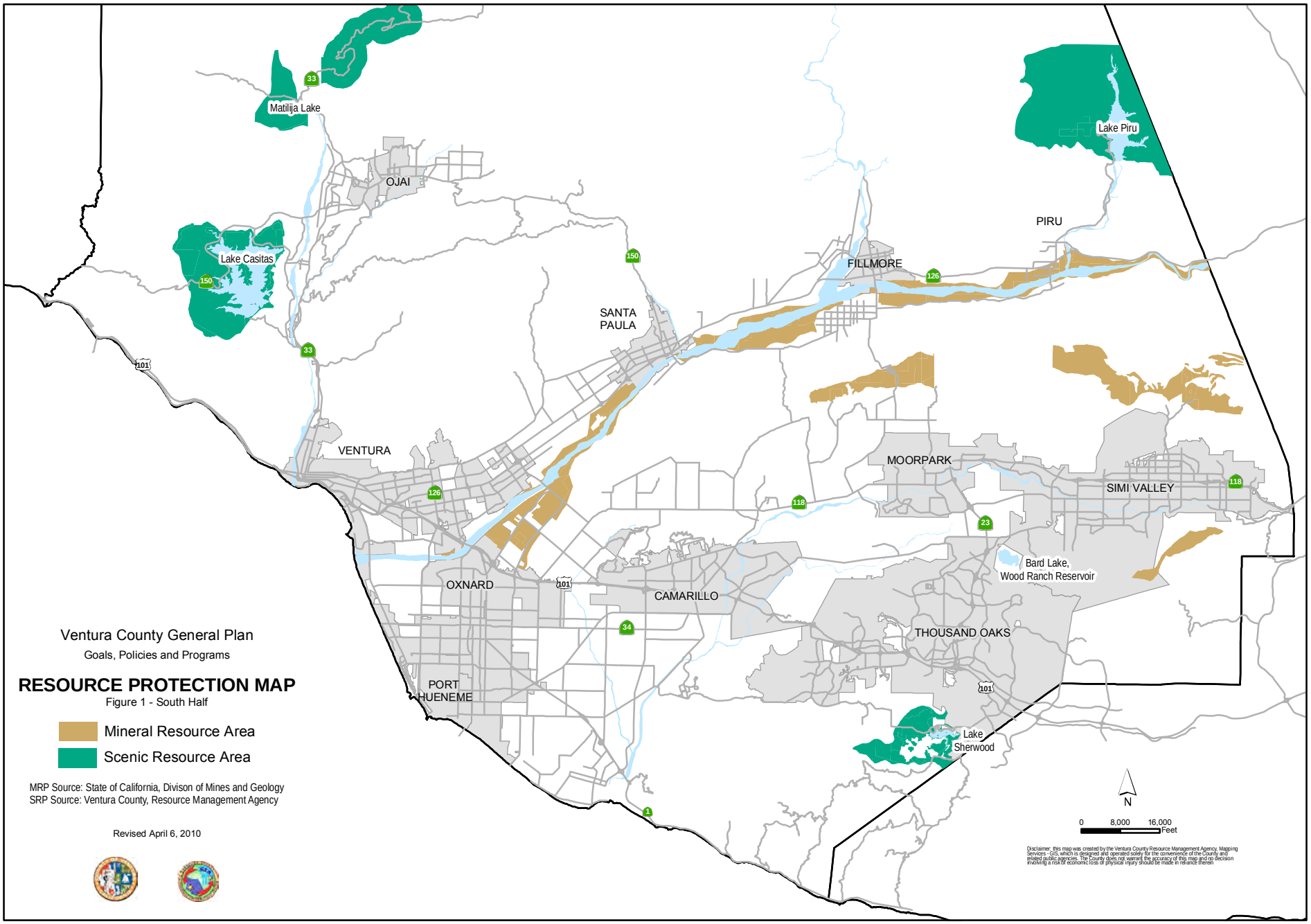
1. Please provide the approximate number of years associated with the three planning horizons: short, intermediate, and long term. It is our understanding that they are increments of roughly five years. As we are updating our General Plan, we should be able to match your planning horizon operations projections with our planning horizon year of 2025, which is probably your "long term."
2. Immediately north and abutting the airport is an agricultural tract bounded by Teal Club Road, Ventura Road, Patterson Road, and Doris Avenue. This area is likely to file for a Specific Plan and be fully developed within ten years as a mix of residential and commercial uses. This area is within the city's Sphere of Influence and designated for development under our General Plan. Please refer to this area as the "Proposed Teal Club Specific Plan" and document how the airport operations and improvements would impact this area, especially in terms of noise and safety.
3. Immediately east and abutting the airport is the former site of the Oxnard High School campus, bounded by K, H, 2nd and 5th Streets. The high school was relocated in 2002, the city has purchased the property, and we are now considering options including residential development. Please refer to this area as the "Former Oxnard High School Site" and document how the airport operations and improvements would impact this area, especially in terms of noise and safety.
4. How would the proposed relocation of the Runway 7 departure end threshold 250 feet westward impact ongoing agricultural use in that area? Are there agricultural activities that pose a problem for the airport lights and equipment?
5. Would the proposed purchase of 10 acres on the north side of the airport displace any residences or businesses? If so, please document.
6. Would the proposed height limits for approximately 57 acres on the north side of the airport south of Teal Club Road impact any existing buildings? If so, please document. What would be the recommended height limit in this area?

KANSAS CITY
(816) 524-3500

237 N.W. Blue Parkway
Suite 100
Lee's Summit, MO 64063

PHOENIX
(602) 993-6999

4835 E. Cactus Rd.,
Suite #235
Scottsdale, AZ 85254


Matilija Lake
Lake Piru
OJAI
PIRU
Lake Casitas
FILLMORE
SANTA
PAULA
VENTURA
MOORPARK
SIMI VALLEY
Bard Lake,
Wood Ranch Reservoir
OXNARD
CAMARILLO
THOUSAND OAKS
PORT
HUENEME
Lake
Sherwood
Ventura County General Plan
Goals, Policies and Programs
RESOURCE PROTECTION MAP
Figure 1 - South Half
Mineral Resource Area
Scenic Resource Area
MRP Source: State of California, Divison of Mines and Geology
SRP Source: Ventura County, Resource Management Agency
Revised April 6, 2010
N
0 8,000 16,000
Feet
Disclaimer: this map was created by the Ventura County Resource Management Agency, Mapping Services - GIS, which is designed and operated solely for the convenience of the County and related public agencies. The County does not warrant the accuracy of this map and no decision involving a risk of economic loss or physical injury should be made in reliance therein

COUNTY of VENTURA

PARKS DEPARTMENT

Ojai Valley Trail, Ventura/Ojai

The Ojai Valley Trail is a 9 mile trail that parallels Highway 33 from Foster Park on the outskirts of West Ventura, to Fox Street in Ojai. (of the trail is paved for bicyclists, walkers, joggers, and people exercising their pets. Post-and-rail wood fence separates the paved p a dirt bridle path for horseback riders. Sections wind through wooded areas and past riverbeds.

This trail has earned National Recreation Trails designation as "Ventura River Parkway Trail" that incorporates two existing tra Ventura River Trail and the Ojai Valley Trail and connects to the Omer Rains Coastal Trail and the Juan Bautista de Anza Natio Historic Trail that travel north along the coastline through Emma Wood State Beach. Visit the NRT website for more informa https://www.nrtdatabase.org/trailDetail.php?p=NRTDatabase/trailDetail.php&recordID=3866.

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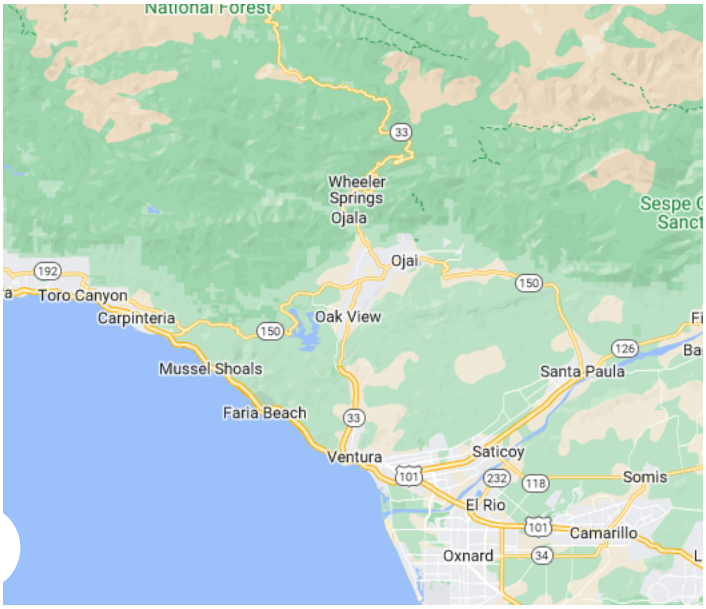
"]

cation: Parallels Hwy 33 from West Ventura through Ojai

DAY USE

Hours	7:00 am – Sunset
Trailhead	Inside Foster Park in Ventura
Trail Fees	None
Trail Maintenance	Ventura County Parks Department
Length	9 Miles
Users	Bicyclists, walkers, joggers, equestrian
Prohibited	Motorized vehicles (gas or electric) with the exception of Class 1 and Class 2 motorized bicycles
Dogs/Pets	Must be on leash (maximum length of 6 feet)



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TRANSLATE

Guidelines for Energy Project Applications Requiring CEQA Compliance:

Pre-filing and Proponent's Environmental Assessments

November 2019

Version 1.0

Energy Division

Infrastructure Permitting and CEQA Unit

California Public Utilities Commission

Guidelines for Energy Project Applications Requiring CEQA Compliance:

Pre-filing and Proponent's Environmental Assessments

Contents

Foreword

November 12, 2019

To: Applicants Filing Proponent's Environmental Assessments for Energy Infrastructure Projects at the California Public Utilities Commission (CPUC or Commission)

From: Merideth Sterkel (Program Manager, Infrastructure Planning and Permitting) and Mary Jo Borak and Lonn Maier, Supervisors, Infrastructure Permitting and California Environmental Quality Act, Energy Division, CPUC

Subject: Introducing revisions to the Pre-filing Guidelines for Energy Infrastructure Projects and a Unified and Updated Electric and Gas PEA Checklist

We are pleased to release a 2019 revision to the California Environmental Quality Act (CEQA) Proponent's Environmental Assessments (PEA) Checklist. This substantially revised document is now entitled "Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-filing and Proponent's Environmental Assessments" (Guidelines). Future updates to this document will be made as determined necessary. The CPUC's Rules of Practice and Procedure Sections 2.4 provide that all applications to the CPUC for authority to undertake projects that are not statutorily or categorically exempt from CEQA requirements shall include an Applicant-prepared PEA.

Updates Overview

Prior versions of the Working Draft PEA Checklist were published in 2008 and 2012. For this 2019 update, extensive revisions were made to all sections based on our experience with the prior checklist versions. All electric and natural gas projects are now addressed in a single PEA Checklist, and the following updates were made:

- **CEQA Statute and Guidelines 2019 Updates:** The PEA Checklist is updated pursuant to the 2019 CEQA Statues and Guidelines, including new energy and wildfire resource areas.
- **Pre-filing Consultation Guidelines:** Pre-filing guidelines are now provided since the pre-filing and PEA development processes are intertwined.
- **Unified PEA Checklist for Energy Projects:** All electric and natural gas projects are now addressed in a single PEA Checklist.
- **Additional CEQA Impact Questions:** Questions are included for the following PEA Checklist sections: 5.4, Biological Resources; 5.6, Energy; 5.9, Hazards, Hazardous Materials, and Public Safety; 5.16, Recreation; 5.17, Transportation; and 5.19, Utilities and Service Systems.
- **CPUC Draft Environmental Measures:** Draft measures are provided in PEA Checklist Attachment 4 for Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Utilities and Service Systems and Wildfire.

Purpose of the Guidelines Document

The purpose and objective of the PEA Checklist included within this Guidelines document has not changed, which is to provide project Proponents (Applicants) with detailed guidance about information our CEQA Unit Staff expect in sufficient PEAs. The document details the information Applicants must provide the CPUC to complete environmental reviews that satisfy CEQA requirements. Specifically, the Pre-filing Consultation Guidelines and PEA Checklist, together, are intended to achieve the following objectives:

1. Provide useful guidance to Applicants, CPUC staff, and outside consultants regarding the type and detail of information needed to quickly and efficiently deem an application complete;

2. Ensure PEAs provide reviewers with a detailed project description and associated information sufficient to deem an application complete, avoid lengthy review periods and numerous data requests for the purpose of augmenting a PEA, and avoid unnecessary PEA production costs;
3. Increase the level of consistency between PEAs submitted and provide for more consistent review by CPUC CEQA Unit Staff and outside consultants; and
4. Promote transparency and reduce the potential for conflicts between utility and CPUC Staff about the types, scope, and thoroughness of data expected for data adequacy purposes.

The Guidelines document provides detailed instructions to Applicants for use during the Pre-filing process and PEA development. The document is intended to fully inform Applicants and focus the role of outside consultants, thus, enabling Applicants to submit more complete, useful, and immediately data-adequate PEAs.

Benefits of High Quality and Complete PEAs

CPUC CEQA Unit Staff seek to complete the environmental review process required under CEQA as quickly and efficiently as possible. Table 1 shows the average duration in months of CPUC applications that require CEQA documents. While there are tensions between speed and quality in all project management, the achievement of expeditious environmental reviews can result in lower project costs to ratepayers. Our staff have reviewed the timelines for 108 past CPUC applications that required review pursuant to CEQA and determined that the average length of time from application filing to PEA deemed complete is four months, regardless of the type of CEQA document. The goal for our agency is to deem PEAs complete within 30 days. The faster PEAs are deemed complete, the sooner staff can prepare the CEQA document. With each delay to PEA completeness, the fundamental project purpose and need and baseline circumstances may shift, requiring refreshing of the data. The Guidelines document will improve the initial accuracy of PEAs and reduce the time required to deem PEAs complete. Once an application is formally filed, the Applicant will receive a notification letter from CPUC CEQA Unit Staff when the PEA is deemed complete.

Table 1. Average Duration in Months of CPUC Applications that Require CEQA Documents (1996–2019)

	I: Application Filed to PEA Deemed Complete	II: PEA Deemed Complete to Draft Environmental Document Circulated	III: Draft Environmental Document to Final Released	IV: Final Released to Proposed Decision	V: Proposed Decision to Final Decision (with Certification of CEQA Document)	I-V: Overall Duration (1)
Environmental Impact Report (EIR; n=49)	5	13	7	5	2	**29**
Initial Study/ Mitigated Negative Declaration (IS/MND; n=56)	4	8	3	4	1	**19**
All Document Types (n=108)	4	8	4	5	2	**23**
Range: All Document Types	*1-9*	*5-18*	*2-10*	*1-7*	*1-2*	***12-38***

Note:
(1) The overall duration is not a sum of the average durations for each step. The overall duration was calculated using "n," the number of applications with data available for the date of application filing and final decision date. Not all projects had data available for each step. The data include several instances where the CEQA document was developed in conjunction with a NEPA document, e.g., an EIR/Environmental Impact Statement or IS/MND/Environmental Assessment/Finding of No Significant Impact was prepared instead of an EIR or MND, respectively. The above data is not inclusive of projects that had averages and ranges that are statistically abnormal.

Lessons Learned about the PEA Process

In the past, Applicants have filed PEAs using the checklist to ensure the correct information was provided but have not followed the format and organization of the PEA checklist and sometimes chose not to engage in Pre-filing activities with our staff. To achieve the objectives and benefits listed above, Applicants will file all future PEAs in the same organizational format as the updated checklist and adhere to the Pre-filing Consultation Guidelines in coordination with CPUC CEQA Unit Staff.

The Guidelines document describes the level effort required for the assessments necessary to not only finalize a CEQA document but ensure its legal defensibility. While final design and survey information is preferred, the PEA may incorporate preliminary design and survey data as appropriate and in consultation with CEQA Unit Staff during Pre-filing. We recognize that projects are fact specific, and deviations from the Pre-filing Consultation Guidelines and PEA Checklist are inevitable but providing concise and accurate information as soon as possible is paramount. Any deviations from these Guidelines must include clear justification and should be discussed and submitted during the Pre-filing Consultation process to avoid subsequent delays.

The PEA Checklist is written with the assumption that an Environmental Impact Report will be prepared, however, a Mitigated Negative Declaration or other form of CEQA document (e.g., exemption) may be appropriate. This determination, however, must be made in consultation with CPUC CEQA Unit Staff during Pre-filing and prior to submittal of the Draft PEA.

Future Modifications and Improvements

Like the predecessor PEA checklists, this is a working document that will be modified over time based on experience and changes to the CEQA Statute and Guidelines. To meet the above stated objectives and maintain consistency with CEQA. We expect Applicants, their consultants, CPUC consultants, and the CPUC to engage in a regular and ongoing dialogue about specific improvements to the CEQA process overall, and these Guidelines in particular.

We look forward to working with Applicants during the Pre-filing Consultation process to ensure that the level of effort that goes into preparing PEAs can be effectively and efficiently transferred into the CEQA document prepared by CPUC Staff and consultants. Applicants are invited to debrief with our staff about the efficacy of these Guidelines.

Merideth Sterkel
/s/
Program Manager, Infrastructure Planning and Permitting
California Public Utilities Commission

Mary Jo Borak
/s/
Supervisor, Infrastructure Permitting and CEQA Unit
California Public Utilities Commission

Lonn Maier
/s/
Supervisor, Infrastructure Permitting and CEQA Unit
California Public Utilities Commission

Pre-Filing Consultation Guidelines

The following Pre-filing Consultation Guidelines apply to all PEAs filed with applications to the CPUC and outline a process for Applicants to engage with CPUC CEQA Unit Staff about upcoming projects that will require environmental review pursuant to CEQA. The CPUC is typically the Lead Agency for large projects by investor-owned gas and electric utilities. The CPUC's CEQA Unit Staff are experienced with developing robust CEQA documents for long, linear energy projects. The PEA Checklist, starting in the next section, is based upon that experience.

Pre-filing Consultation Process

During Pre-filing Consultation, Applicants and CPUC Staff meet to discuss the upcoming application. Successful projects will commence Pre-filing Consultation no less than six months prior to application filing at the CPUC. When the application is formally filed at the CPUC, the Application and the PEA are submitted to the CPUC Docket Office.

1. Meetings with CPUC Staff

To initiate Pre-filing Consultation, Applicants will request and attend a meeting with CPUC CEQA Unit Staff at least six months prior to application filing.

   a. Applicants can request a Pre-Filing Consultation meeting via email or letter. Initial contact via telephone may occur, but staff request written documentation of Pre-filing Consultation commencement.

   b. For the initial meeting, Applicants will provide staff with a summary of the proposed project including maps and basic GIS data at least one week prior to the meeting.

   c. Applicants will receive initial feedback on the scope of the proposed project and PEA. Staff will work with Applicants to establish a schedule for subsequent Pre-filing meetings and milestones.

2. Consultant Resources

CPUC CEQA Unit Staff will initiate the consultant contract immediately following the initial Pre-filing Consultation meeting. CPUC's consultant contract resources will be executed prior to Applicant filing of the Draft PEA. The consultant contract is critical to the Pre-filing Consultation process. Applicants are encouraged to request updates about the status of the contract. The CPUC may use its on-call consulting resources contract for these purposes. If CEQA Unit Staff determine that their on-call consulting resources are not appropriate due to the anticipated project scope, staff may initiate a request for proposals process to engage consulting resources, and the resulting contracting process will be completed and consultant contract in place prior to Draft PEA filing.

3. Draft PEA Provided Prior to PEA Filing

A complete Draft PEA will be filed at least three months prior to application filing. CPUC CEQA Unit Staff and the CPUC consultant team will review and provide comments on the Draft PEA to the Applicant early in the three-month period to allow time for Applicant revisions to the PEA.

4. Project Site Visits

One or more site visits will be scheduled with CPUC CEQA Unit Staff and their consultant at the time of Draft PEA filing (or prior). Appropriate federal, state, and local agencies will also be engaged at this time.

5. Consultation with Public Agencies

The Applicant and CPUC CEQA Unit Staff will jointly reach out and conduct consultation meetings with public agencies and other interested parties in the project area. CPUC CEQA Unit Staff may also choose to conduct separate consultation meetings if needed.

If a federal agency will be a co-lead pursuant to the National Environmental Policy Act and coordinating with the CPUC during the environmental review process, the Applicant and CPUC CEQA Unit Staff will ensure that the agency has the opportunity to comment on the Draft PEA and participate jointly with the CPUC throughout the application review process. Applicant and Commission CEQA Unit Staff coordination with the federal agency (if applicable) will likely need to occur more than six months in advance of application filing.

6. Alternatives Development

PEAs will be drafted with the assumption that an Environmental Impact Report (EIR) will be prepared. Applicants will include a reasonable range of alternatives in the PEA (even though a Mitigated Negative Declaration [MND] may ultimately be prepared), including sufficient information about each alternative. In some situations, CPUC CEQA Unit Staff and project Applicants may agree during Pre-filing Consultation that an MND is likely and a reasonable range of alternatives is not required for the PEA. This determination, however, must be made in consultation with CEQA Unit Staff during Pre-filing and is not final. The type of document to be prepared may change based on public scoping results and other findings during the environmental review process.

CEQA Unit Staff will provide feedback on the range of alternatives prior to Draft PEA filing (if possible) based on their review of the Draft PEA. It is critical that Applicants receive feedback from CEQA Unit Staff about the range of alternatives prior to filing the PEA. Applicants will ensure that each alternative is described and evaluated in the PEA with an equal level of detail as the proposed project unless otherwise instructed in writing by CEQA Unit Staff.

7. Format of PEA Submittal

Each PEA submittal will include the completed PEA Checklist tables. Each PEA submittal will be formatted and organized as shown in the Example PEA Table of Contents provided in the PEA Checklist unless otherwise directed by CPUC CEQA Unit Staff in writing prior to application filing. The example PEA Table of Contents is modeled after typical CPUC EIRs.

8. Transmission and Distribution System Information

A key component of CEQA projects analyzed during CPUC environmental reviews is the context of the project within the larger transmission and distribution system. Detailed descriptions of the regional transmission system, including GIS data, to which the proposed project would interconnect are required. The required level of detail about interconnecting systems is project specific and will be specified by CEQA Unit Staff in writing during Pre-filing Consultation. Detailed distribution system information may also be required.

9. Data and Technical Adequacy

Applicants will focus PEA development efforts on providing thorough, up-to-date data and technical reports required for CPUC CEQA Unit Staff to complete the environmental document and alternatives analysis.

The Applicant-drafted PEA Executive Summary, Introduction, Project Description, Description of Alternatives, and other chapters typically found in past CPUC EIRs and Initial Study/MNDs will be *thorough*—emulate the level of detail provided in typical CPUC EIRs. The setting sections provided for

PEA Chapter 5, Environmental Analysis, will also be thorough. Applicants will ensure that the PEA text, graphics, and file formats can be efficiently converted into CPUC's CEQA document with minimal revision, reformatting, and redevelopment by CPUC Staff and consultants.

The impact analyses and determinations provided for Chapter 5, Environmental Analysis, and Chapter 6, Comparison of Alternatives, need not be as thorough as those to be prepared by the CPUC for its CEQA document. These two sections are expected to be revised and redeveloped by CPUC Staff and consultants. Other sections of the CEQA document will only be revised and redeveloped by CPUC Staff and consultants if determined to be necessary after PEA filing.

10. Applicant Proposed Measures

The Pre-filing Consultation process can support the development Applicant Proposed Measures (APMs); measures that Applicants incorporate into the PEA project description to avoid or reduce what otherwise may be considered significant impacts. APMs that use phrases, such as, "as practicable," "as needed," or other conditional language will be superseded by Mitigation Measures if required to avoid or reduce a potentially significant impact. CPUC CEQA Unit Staff and their consultant team may review and provide comments on the Draft PEA APMs during Pre-filing Consultation.

Applicants will carefully consider each CPUC Draft Environmental Measure identified in Chapter 5 of this PEA Checklist. The measures may be applied to the proposed project if appropriate and may be subject to modification by the CPUC during its environmental review.[1]

11. PEA Checklist Deviations

CPUC CEQA Unit Staff understand that the PEA Checklist requires Applicants to develop a significant quantity of information. There are times when it is appropriate to deviate from the PEA Checklist. Deviations to the Pre-Filing Consultation Guidelines or the PEA Checklist contents may be approved by the CPUC's CEQA Unit Staff. Staff approval will be in writing and will occur prior to Applicant filing of the Draft PEA. Note that any deviations approved in writing by staff during the Pre-filing period may be reversed or modified after application and PEA filing and at any time throughout the environmental review period at the discretion of CPUC CEQA Unit Staff.

12. Submittal of Confidential Information

CPUC Staff are available during Pre-filing Consultation to discuss concerns that Applicants may have about confidentiality. However, the CEQA process requires public disclosure about projects, and such disclosure can often appear to conflict with Applicant requests for confidentiality. CPUC CEQA Unit Staff will rely on CPUC adopted confidentiality procedures to resolve confidentiality concerns. Applicants that expect aspects of a PEA filing to be confidential must follow CPUC confidentiality procedures. Applicants may mark information as confidential if allowed pursuant to General Order 66 or latest applicable Commission rule (e.g., see Public Records Act Proceeding Rulemaking (R.14-11-001).

13. Additional CEQA Impact Questions

Additional CEQA Impact Questions that are specific to the types of projects evaluated by the Commission's CEQA Unit are identified in the PEA Checklist to be considered in addition to the checklist items in CEQA Guidelines Appendix G.

The next section of this Guidelines document provides the PEA Checklist for all energy project applications that require CEQA compliance.

[1] At this time, the CPUC environmental measures are in draft format, see PEA Checklist Attachment 4. They may be formally incorporated into Chapter 5 of future versions of the PEA Checklist.

Proponent's Environmental Assessment (PEA) Checklist

The PEA Checklist provides project Applicants (e.g., projects involving electric transmission lines, electric substations or switching stations, natural gas transmission pipelines, and underground natural gas storage facilities) with detailed guidance regarding the level of detail CPUC CEQA Unit Staff expect to deem PEAs complete. Applicants will prepare their PEAs using the same section headers and numbering as provided in the PEA Checklist. Applicants will also provide supporting data that is specific to each item within the PEA Checklist. As noted in the Pre-Filing Consultation Guidelines, the PEA Checklist is written with the assumption that an EIR will be prepared. PEA contents may not need to support the development of an EIR, but this determination can only be made in consultation with CPUC CEQA Unit Staff as described in the Pre-Filing Consultation Guidelines.

Formatting and Basic PEA Data Needs, Including GIS Data

1. Provide **editable and fully functional source files** in electronic format for all PDF files, hardcopies, maps, images, and diagrams. Files will be provided in their original file format as well as the output file format. All Excel and other spreadsheet files or modeling files will include all underlying formulas/modeling details. All modeling files must be fully functional.
2. Details about the types of **GIS data and maps** to be submitted are provided in Attachment 1. GIS data not specified in this checklist may also be requested depending on the Proposed Project and alternatives.
3. The Applicant is responsible for ensuring that all project features, including project components and temporary and permanent work areas, are included within all **survey boundaries** (e.g., biological and cultural resources).
4. Excel spreadsheets with **emissions calculations** will be provided that are complete with all project assumptions, values, and formulas used to prepare emissions calculations in the PEA. Accompanying PDF files with the same information will be provided as Appendix B to the PEA (see List of Appendices below).
5. Applicants will provide in an Excel spreadsheet a comprehensive **mailing list** that includes the names and addresses of all affected landowners and residents, including unit numbers for multi-unit properties for both the proposed project and alternatives.
    a. An affected resident or landowner is defined as one whose place of residence or property is:
        i. Crossed by or abuts any component of the proposed project or an alternative including any permanent or temporary disturbance area (either above or below ground) and any extra work area (e.g., staging or parking area); or
        ii. Located within approximately 1,000 feet[2] of the edge of any construction work area.
    b. Include in the following information for each resident in a spreadsheet, at minimum: parcel APN number, owner name and mailing address, and parcel physical address. If individual occupant names, facility names, or business names are available, also provide these names and addresses in the spreadsheet. A sample mailing list format is provided in Table 2.

[2] Notice to all property owners within 300 feet of a Proposed Project is required at the time of application filing under GO 131-D. Commission notices of CEQA document preparation may be mailed to residents and property owners greater than 300 feet from a Proposed Project to ensure adequate notification (e.g., 1,000 feet) and the extent of notification will be determined on a project specific basis. Appropriate notice expectations will be discussed during Pre-filing (e.g., with respect to visual impact areas and other types of impacts specific to the Proposed Project and its study area).

Table 2. Sample Project Mailing List

Category	Company/ Agency	Name	Mailing Address	Phone Number	Email	APN	Source
State Agency	California Resources Agency	John Doe	1234 California Street City, CA 98765	(333) 456-7899	johndoe@email.com	123-456-789	County Assessor
Individual	n/a	Jane Doe	222 Main Street City, CA 97531	(909) 876-5432	janedoe@email.com	101-202-303	Public meeting on Month, Day 2019

6. **PEA Organization:** This PEA Checklist is organized to include each of the chapters and sections found in typical CPUC EIRs. The following sections will serve as the outline for all Draft PEAs submitted during Pre-filing and all PEAs filed with the CPUC Docket Office. PEAs will include each chapter and section identified (in matching numerical order) unless otherwise directed by CPUC CEQA Unit Staff in writing prior to filing.

Cover

A single sheet with the following information:	Applicant Notes, Comments
Title "Proponent's Environmental Assessment" and filing date	
Proponent Name (the Applicant)	
Name of the proposed project[3]	
Technical subheading summarizing the type of project and its major components, in one sentence or about 40 words, for example: A new 1,120 MVA, 500/115kV substation, 10 miles of new singled-circuit 500kV transmission lines, 25 miles of new and replaced double-circuit 115kV power lines, and upgrades at three existing substations are proposed.	
Location of the proposed project (all counties and municipalities or map figure for the cover that shows the areas crossed)	
Proceeding for which the PEA was prepared and CPUC Docket number (if known) or simply leave a blank where the Docket number would go	
Primary Contact's name, address, telephone number, and email address for both the project Applicant(s) and entities that prepared the PEA	
See example PEA cover in Figure 1.	

[3] If approved by the California Independent System Operator (CAISO), the project name listed will match the name specified in the CAISO approval. If multiple names apply, list all versions.

Figure 1. Example PEA Cover

Proponent's Environmental Assessment for California Utility Company's Evergreen Electric Substation and Transmission Line Project

May 1, 2019 (PEA filing date)

A new 230 kV substation, 10 miles of new single-circuit 230kV transmission lines, and upgrades at two existing substations are proposed.

The Proposed Project would be located primarily in __ County but would also cross __ and __ counties and areas within the City of __.

Application A.19-05-01 to the California Public Utilities Commission

Prepared by California Environmental Consulting
1234 Avenue
City, CA Zip Code
Primary Contact's Name
Position
Phone Number
Email

Prepared for California Utility Company
1234 Avenue
City, CA Zip Code
Primary Contact's Name
Position
Phone Number
Email

Table of Contents

Sections

Order	The format of the PEA will be organized as follows:	Applicant Notes, Comments
--	Cover	
--	Table of Contents, List of Tables, List of Figures, List of Appendices	
1	Executive Summary	
2	Introduction	
3	Proposed Project Description	
4	Description of Alternatives	
5	Environmental Analysis	
5.1	Aesthetics	
5.2	Agriculture and Forestry	
5.3	Air Quality	
5.4	Biological Resources	
5.5	Cultural Resources	
5.6	Energy	
5.7	Geology, Soils, and Paleontological Resources	
5.8	Greenhouse Gas Emissions	
5.9	Hazards, Hazardous Materials, and Public Safety	
5.10	Hydrology and Water Quality	
5.11	Land Use and Planning	
5.12	Mineral Resources	
5.13	Noise	
5.14	Population and Housing	
5.15	Public Services	
5.16	Recreation	
5.17	Transportation	
5.18	Tribal Cultural Resources	
5.19	Utilities and Service Systems	
5.20	Wildfire	
5.21	Mandatory Findings of Significance	
6	Comparison of Alternatives	

7	Cumulative Impacts and Other CEQA Considerations	
8	List of Preparers	
9	References[4]	
--	Appendices	

Required PEA Appendices and Supporting Materials

Order	Title	Applicant Notes, Comments
Appendix A	Detailed Maps and Design Drawings	
Appendix B	Emissions Calculations	
Appendix C	Biological Resources Technical Reports (see Attachment 2)	
Appendix D	Cultural Resources Studies (see Attachment 3)	
Appendix E	Detailed Tribal Consultation Report[5]	
Appendix F	Environmental Data Resources Report, Phase I Environmental Site Assessment, or similar hazardous materials report	
Appendix G	Agency Consultation and Public Outreach Report and Records of Correspondence	
Appendix H	Construction Fire Prevention Plan[6]	

Potentially Required[7] Appendices and Supporting Materials

Order	Title	Applicant Notes, Comments
Appendix I	Noise Technical Studies	
Appendix J	Traffic Studies	
Appendix K	Geotechnical Investigations (may preliminary at time of PEA filing)	
Appendix L	Hazardous Substance Control and Emergency Response Plan / Hazardous Waste and Spill Prevention Plan	

4 References will be organized by section but contained in a single chapter called, "References."

5 Include summary and timing of all correspondence to and from any Tribes and the State Historic Preservation Office/Native American Heritage Commission, including Sacred Lands File search results, and full description of any issues identified by Tribes in their interactions with the Applicant.

6 The Construction Fire Prevention Plan will be provided to federal, state, and local fire agencies for review and comment as applicable to where components of the proposed project would be located. CPUC will approve the final Construction Fire Prevention Plan. Record of the request for review and comment and any comments received from these agencies will be provided to CPUC CEQA Unit Staff.

7 Anticipated Appendix and study requirements should be discussed with CPUC CEQA Unit Staff during Pre-filing.

Appendix M	Erosion and Sedimentation Control Best Management Practice Plan / Draft Storm Water Pollution Prevention Plan (may be preliminary at time of PEA filing)	
Appendix N	FAA Notice and Criteria Tool Results	
Appendix O	Revegetation or Site Restoration Plan	
Appendix P	Health and Safety Plan	
Appendix Q	Existing Easements[8]	
Appendix R	Blasting Plan (may be preliminary at time of PEA filing)	
Appendix S	Traffic Control/Management Plan (may be preliminary at time of PEA filing)	
Appendix T	Worker Environmental Awareness Program (may preliminary at time of PEA filing)	
Appendix U	Helicopter Use and Safety Plan (may be preliminary at time of PEA filing)	
Appendix V	Electric and Magnetic Fields Management Plan (may be part of the Application rather than the PEA)	

[8] Easements should be provided military lands, conservation easements, or other lands where the real estate agreement specifies the range of activities that can be conducted

1 Executive Summary

This section will include, but is not limited to, the following:	PEA Section and Page Number[9]	Applicant Notes, Comments
1.1: Proposed Project Summary. Provide a summary of the proposed project and its underlying purpose and basic objectives.		
1.2: Land Ownership and Right-of-Way Requirements. Provide a summary of the existing and proposed land ownership and rights-of-way for the proposed project.		
1.3: Areas of Controversy. Identify areas of anticipated controversy and public concern regarding the project.		
1.4: Summary of Impacts a) Identify all impacts expected by the Applicant to be potentially significant. Identify and discuss Applicant Proposed Measures here and provide a reference to the full listing of Applicant Proposed Measures provided in the table described in Section 3.11 of this PEA Checklist. b) Identify any significant and unavoidable impacts that may occur.		
1.5: Summary of Alternatives. Summarize alternatives that were considered by the Applicant and the process and criteria that were used to select the proposed project.		
1.6: Pre-filing Consultation and Public Outreach Summary. Briefly summarize Pre-filing consultation and public outreach efforts that occurred and identify any significant outcomes that were incorporated into the proposed project.		
1.7: Conclusions. Provide a summary of the major PEA conclusions.		
1.8: Remaining Issues. Describe any major issues that must still be resolved.		

[9] The *PEA Section and Page Number* column and *Applicant Notes, Comments* column are intended to be filled out and provided with PEA submittals. The PEA Checklist is provided in Word to all Applicants to allow column resizing as appropriate to reduce PEA checklist length when completed for submittal. Landscape formatting may also be appropriate for completed PEA Checklist tables.

2 Introduction

2.1 Project Background

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
2.1.1: Purpose and Need a) Explain why the proposed project is needed. b) Describe localities the proposed project would serve and how the project would fit into the local and regional utility system. c) If the proposed project was identified by the California Independent System Operator (CAISO), thoroughly describe the CAISO's consideration of the proposed project and provide the following information: i. Include references to all CAISO Transmission Planning Processes that considered the proposed project. ii. Explain if the proposed project is considered an economic, reliability, or policy-driven project or a combination thereof. iii. Identify whether and how the Participating Transmission Owner recommended the project in response to a CAISO identified need, if applicable. iv. Identify if the CAISO approved the original scope of the project or an alternative and the rationale for their approval either for the original scope or an alternative. v. Identify how and whether the proposed project would exceed, combine, or modify in any way the CAISO identified project need. vi. If the Applicant was selected as part of a competitive bid process, identify the factors that contributed to the selection and CAISO's requirements for in-service date. d) If the project was not considered by the CAISO, explain why.		
(Natural Gas Storage Only) e) Provide storage capacity or storage capacity increase in billion cubic feet. If the project does not increase capacity, make this statement. f) Describe how existing storage facilities will work in conjunction with the proposed project. Describe the purchasing process (injection, etc.) and transportation arrangements this facility will have with its customers.		
2.1.2: Project Objectives a) Identify and describe the basic project objectives.[10] The objectives will include reasons for constructing the project based on its		

[10] Tangential project goals should not be included as basic project objectives, such as, minimizing environmental impacts, using existing ROWs and disturbed land to the maximum extent feasible, ensuring safety during construction and operation, building on property already controlled by the Applicant/existing site control. Goals of this type do not describe the underlying purpose or basic objectives but, rather, are good general practices for all projects.

purpose and need (i.e., address a specific reliability issue). The description of the project objectives will be sufficiently detailed to permit CPUC to independently evaluate the project need and benefits to accurately consider them in light of the potential environmental impacts. The basic project objectives will be used to guide the alternatives screening process, when applicable. b) Explain how implementing the project will achieve the basic project objectives and underlying purpose and need. c) Discuss the reasons why attainment of each basic objective is necessary or desirable.		
2.1.3: Project Applicant(s). Identify the project Applicant(s) and ownership of each component of the proposed project. Describe each Applicant's utility services and their local and regional service territories.		

2.2 Pre-filing Consultation and Public Outreach[11]

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
2.2.1: Pre-filing Consultation and Public Outreach a) Describe all Pre-filing consultation and public outreach that occurred, such as, but not limited to: i. CAISO ii. Public agencies with jurisdiction over project areas or resources that may occur in the project area iii. Native American tribes affiliated with the project area iv. Private landowners and homeowner associations v. Developers for large housing or commercial projects near the project area vi. Other utility owners and operators vii. Federal, state, and local fire management agencies b) Provide meeting dates, attendees, and discussion summaries, including any preliminary concerns and how they were addressed and any project alternatives that were suggested. c) Clearly identify any significant outcomes of consultation that were incorporated into the proposed project. d) Clearly identify any developments that could coincide or conflict with project activities (i.e., developments within or adjacent to a proposed ROW).		
2.2.2: Records of Consultation and Public Outreach. Provide contact information, notification materials, meeting dates and materials, meeting notes, and records of communication organized by entity as an Appendix to the PEA (Appendix G).		

[11] CPUC CEQA Unit Staff request that consultation and public outreach that occurs during the Pre-filing period and throughout environmental review include the assigned CPUC Staff person and CPUC consultant.

2.3 Environmental Review Process

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
2.3.1: Environmental Review Process. Provide a summary of the anticipated environmental review process and schedule.		
2.3.2: CEQA Review a) Explain why CPUC is the appropriate CEQA Lead agency. b) Identify other state agencies and any federal agencies that may have discretionary permitting authority over any aspect of the proposed project. c) Identify all potential involvement by federal, state, and local agencies not expected to have discretionary permitting authority (i.e., ministerial actions). d) Summarize the results of any preliminary outreach with these agencies as well as future plans for outreach.		
2.3.3: NEPA Review (if applicable). If review according to the National Environmental Policy Act (NEPA) is expected, explain the portions of the project that will require the NEPA review process. Discuss which agency is anticipated to be the NEPA Lead agency if discretionary approval by more than one federal agency is required.		
2.3.4: Pre-filing CEQA and NEPA Coordination. Describe the results of Pre-filing coordination with CEQA and NEPA review agencies (refer to CPUC's Pre-Filing Consultation Guidelines). Identify major outcomes of the Pre-filing coordination process and how the information was incorporated into the PEA, including suggestions on the type of environmental documents and joint or separate processes based on discussions with agency staff.		

2.4 Document Organization

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
2.4: PEA Organization. Summarize the contents of the PEA and provide an annotated list of its sections.		

3 Proposed Project Description[12]

3.1 Project Overview

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.1: Project Overview a) Provide a concise summary of the proposed project and components in a few paragraphs. b) Described the geographical location of the proposed project (i.e., county, city, etc.). c) Provide an overview map of the proposed project location.		

3.2 Existing and Proposed System

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.2.1: Existing System a) Identify and describe the existing utility system that would be modified by the proposed project, including connected facilities to provide context. Include detailed information about substations, transmission lines, distribution lines, compressor stations, metering stations, valve stations, nearby renewable generation and energy storage facilities, telecommunications facilities, control systems, SCADA systems, etc. b) Provide information on users and the area served by the existing system features. c) Explain how the proposed project would fit into the existing local and regional systems. d) Provide a schematic diagram of the existing system features. e) Provide detailed maps and associated GIS data for existing facilities that would be modified by the proposed project.		
3.2.2: Proposed Project System a) Describe the whole of the proposed project by component, including all new facilities and any modifications, upgrades, or expansions to existing facilities and any interrelated activities that are part of the whole of the action. b) Clearly identify system features that would be added, modified, removed, disconnected and left in place, etc. c) Identify the expected capacities of the proposed facilities, highlighting any changes from the existing system. If the project would not change existing capacities, make this statement. For electrical projects, provide the anticipated capacity increase in amps or megawatts or in the typical units for the types of facilities proposed. For gas projects, provide the total volume of gas to be		

[12] Applicant review of the Administrative Draft Project Description or sections of the Administrative Draft Project Description prepared for the CEQA document may be requested by CPUC CEQA Unit Staff to ensure technical accuracy.

delivered by the proposed facilities, anticipated system capacity increase (typically in million cubic feet per day), expected customers, delivery points and corresponding volumes, and the anticipated maximum allowable operating pressure(s). d) Describe the initial buildout and eventual full buildout of the proposed project facilities. For example, if an electrical substation or gas compressor station would be installed to accommodate additional demand in the future, then include the designs for both the initial construction based on current demand and the design for all infrastructure that could ultimately be installed within the planned footprint of an electric substation or compressor station. e) Explain whether the electric line or gas pipeline will create a second system tie or loop for reliability. f) Provide information on users and the area served by the proposed system features, highlighting any differences from the existing system. g) Provide a schematic diagram of the proposed system features. h) Provide detailed maps and associated GIS data for proposed facilities that would be installed, modified, or relocated by the proposed project.		
3.2.3: System Reliability. Explain whether the electric line or gas pipeline will create a second system tie or loop for reliability. Clearly explain and show how the proposed project relates to and supports the existing utility systems.		
3.2.4: Planning Area. Describe the system planning area served or to be served by the project. Clearly define the Applicant's term for the planning area (e.g., Electrical Needs Area or Distribution Planning Area).		

3.3 Project Components

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
Required for all Project Types		
3.3.1: Preliminary Design and Engineering a) Provide preliminary design and engineering information for all above-ground and below-ground facilities for the proposed project. The approximately locations, maximum dimensions of facilities, and limits of areas that would be needed to construction and operate the facilities should be clearly defined.[13] b) Provide preliminary design drawings for project features and explain the level of completeness (i.e., percentage). c) Provide detailed project maps (approximately 1:3,000 scale) and associated GIS data of all facility locations and boundaries with attributes and spatial geometry that corresponds to information in the Project Description.		

[13] Refer to Attachment 1 for mapping and GIS data requirements for the project layout and design.

3.3.2: Segments, Components, and Phases a) Define all project segments, components, and phases for the proposed project. b) Provide the length/area of each segment or component, and the timing of each development phase. c) Provide an overview map showing each segment and provide associated GIS data (may be combined with other mapping efforts).		
3.3.3: Existing Facilities a) Identify the types of existing facilities that would be removed or modified by the proposed project (i.e., conductor/cable, poles/towers, substations, switching stations, gas storage facilities, gas pipelines, service buildings, communication systems, etc.). b) Describe the existing facilities by project segment and/or component, and provide information regarding existing dimensions, areas/footprints, quantities, locations, spans, etc. c) Distinguish between above-ground and below-ground facilities and provide both depth and height ranges for each type of facility. For poles/towers, provide the installation method (i.e., foundation type or direct bury), and maximum above-ground heights and below-ground depths. d) Explain what would happen to the existing facilities. Would they be replaced, completely removed, modified, or abandoned? Explain why. e) Identify the names, types, materials, and capacity/volumes ranges (i.e., minimum and maximum) of existing facilities that would be installed or modified by the proposed project. f) Provide diagrams with dimensions representing existing facilities to provide context on how the proposed facilities would be different. g) Briefly describe the surface colors, textures, light reflectivity, and any lighting of existing facilities.		
3.3.4: Proposed Facilities a) Identify the types of proposed facilities to be installed or modified by the proposed project (e.g., conductor/cable, poles/towers, substations, switching stations, gas storage facilities, gas pipelines, service buildings, communication systems). b) Describe the proposed facilities by project segment and/or component, and provide information regarding maximum dimensions, areas/footprints, quantities, locations, spans, etc. c) Distinguish between above-ground and below-ground facilities and provide both depth and height ranges for each type of facility. For poles/towers, provide the installation method (i.e., foundation type or direct bury), and maximum above-ground heights and below-ground depths.		

d) Identify where facilities would be different (e.g., where unique or larger poles would be located, large guy supports or snub poles). e) Provide details about civil engineering requirements (i.e., permanent roads, foundations, pads, drainage systems, detention basins, spill containment, etc.). f) Distinguish between permanent facilities and any temporary facilities (i.e., poles, shoo-fly lines, mobile substations, mobile compressors, transformers, capacitors, switch racks, compressors, valves, driveways, and lighting). g) Identify the names, types, materials, and capacity/volumes ranges (i.e., minimum and maximum) of proposed facilities that would be installed or modified by the proposed project. h) Provide diagrams with dimensions representing existing facilities. i) Briefly describe the surface colors, textures, light reflectivity, and any lighting of proposed facilities.		
3.3.5: Other Potentially Required Facilities a) Identify and describe in detail any other actions or facilities that may be required to complete the project. For example, consider the following questions: i. Could the project require the relocation (temporary or permanent), modification, or replacement of unconnected utilities or other types of infrastructure by the Applicant or any other entity? ii. Could the project require aviation lighting and/or marking? iii. Could the project require additional civil engineering requirements to address site conditions or slope stabilization issues, such as pads and retaining walls, etc.? b) Provide the location of each facility and a description of the facility.		
3.3.6: Future Expansions and Equipment Lifespans a) Provide detailed information about the current and reasonably foreseeable plans for expansion and future phases of development. b) Provide the expected usable life of all facilities. c) Describe all reasonably foreseeable consequences of the proposed project (e.g., future ability to upgrade gas compressor station to match added pipeline capacity).		
Required for Certain Project Types		
3.3.7: Below-ground Conductor/Cable Installations (as Applicable) a) Describe the type of line to be installed (e.g., single circuit cross-linked polyethylene-insulated solid-dielectric, copper-conductor cables). b) Describe the type of casing the cable would be installed in (e.g., concrete-encased duct bank system) and provide the dimensions of the casing.		

c) Describe the types of infrastructure would likely be installed within the duct bank (e.g., transmission, fiber optics, etc.).		
3.3.8: Electric Substations and Switching Stations (as Applicable) a) Provide the number of transformer banks that will be added at initial and full buildout of the substation. Identify the transformer voltage and number of each transformer type. b) Identify any gas insulated switchgear that will be installed within the substation. c) Describe any operation and maintenance facilities, telecommunications equipment, and SCADA equipment that would be installed within the substation.		
3.3.9: Gas Pipelines (as Applicable). For each segment: a) Identify pipe diameter, number and length of exposed sections, classes and types of pipe to be installed, pressure of pipe, and cathodic protection for each linear segment. b) Describe new and existing inspection facilities (e.g., pig launcher sites). c) Describe system cross ties and laterals/taps. d) Identify the spacing between each valve station. e) Describe the compressor station, if needed, for any new or existing pipeline. f) Describe all pipelines and interconnections with existing and proposed facilities: i. Number of interconnections and locations and sizes; ii. All below-ground and above-ground installations; and iii. All remote facility locations for metering, telemetry, control.		
3.3.10: Gas Storage Facilities – Background and Resource Information (as Applicable) a) Provide detailed background information on the natural gas formation contributing to the existing or proposed natural gas facility, including the following: i. Description of overlying stratigraphy, especially caps ii. Description of production, injection, and intervening strata iii. Types of rock iv. Description of types of rocks in formation, including permeability or fractures v. Thickness of strata b) Provide a graphic and/or table showing formation thicknesses. c) Identify and describe any potential gas migration pathways, such as faults, permeable contacts, abandoned wells, underground water or other pipelines. d) Provide a summary and detailed cross-section diagrams of the geologic formations and structures of the oil/gas field or area. e) Provide the first well drilling and production history, abandonment procedures, inspections, etc. f) Describe production zones, including depth, types of formations, and characteristics of field/area.		

g) Describe the existing and proposed storage capacity and limiting factors, such as injection or withdrawal capacities. h) Describe existing simulation studies that were used to predict the reservoir pressure response under gas injection and withdrawal operations, and simulation studies for how the system would change as proposed. Provide the studies as a PEA Appendix. i) Provide the history of the oil/gas field or area.		
3.3.11: Gas Storage Facilities – Well-Head Sites (as Applicable). Describe the location, depth, size and completion information for all existing, abandoned, proposed production and injection, monitoring, and test wells.		
3.3.12: Gas Storage Facilities – Production and Injection (as Applicable) a) Provide the proposed storage capacity of production and injection wells. b) Provide production and injection pressures, depths, and rates. c) Provide production and injection cycles by day, week, and year. d) Describe existing and proposed withdrawal/production wells (i.e., size, depth, formations, etc.). e) Describe existing and proposed cushion gas requirements. f) Describe any cushion gas injection—formation the well is completed in (cushion gas formation), and injection information.		
3.3.13: Gas Storage Facilities – Electrical Energy (as Applicable). Describe all existing and proposed electric lines, telecommunications facilities, and other utilities/facilities (e.g., administrative offices, service buildings, and non-hazardous storage), and chemical storage associated with the proposed project.		
3.3.14: Telecommunication Lines (as Applicable) a) Identify the type of cable that is proposed and length in linear miles by segment. b) Identify any antenna and node facilities that are part of the project. c) For below-ground telecommunication lines, provide the depth of cable and type of conduit. d) For above-ground telecommunication lines, provide: i. Types of poles that will be installed (if new poles are required) ii. Where existing poles will be used iii. Any additional infrastructure (e.g., guy wires) or pole changes required to support the additional cable on existing poles		

3.4 Land Ownership, Rights-of-Way, and Easements

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.4.1: Land Ownership. Describe existing land ownership where each project component would be located. State whether the proposed		

project would be located on property(ies) owned by the Applicant or if additional property would be required.		
3.4.2: Existing Rights-of-Way or Easements a) Identify and describe existing rights-of-way (ROWs) or easements where project components would be located. Provide the approximately lengths and widths in each project area. b) Clearly state if project facilities would be replaced, modified, or relocated within existing ROWs or easements.		
3.4.3: New or Modified Rights-of-Way or Easements a) Describe new permanent or modified ROWs or easements that would be required. Provide the approximately lengths and widths in each project area. b) Describe how any new permanent or modified ROWs or easements would be acquired. c) Provide site plans identifying all properties/parcels and partial properties/parcels that may require acquisition and the anticipated ROWs or easements. Provide associated GIS data. d) Describe any development restrictions within new ROWs or easements, e.g., building clearances and height restrictions, etc. e) Describe any relocation or demolition of commercial or residential property/structures that may be necessary.		
3.4.4: Temporary Rights-of-Way or Easements f) Describe temporary ROWs or easements that would be required to access project areas, including ROWs or easements for temporary construction areas (i.e., staging areas or landing zones). g) Explain where temporary construction areas would be located with existing ROWs or easements for the project or otherwise available to the Applicant without a temporary ROW or easement. h) Describe how any temporary ROWs or easements would be acquired.		

3.5 Construction

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
3.5.1 Construction Access (All Projects)		
3.5.1.1: Existing Access Roads a) Provide the lengths, widths, ownership details (both public and private roads), and surface characteristics (i.e., paved, graveled, bare soil) of existing access roads that would be used during construction. Provide the area of existing roads that would be used (see example in Table 3 below). b) Describe any road modifications or stabilization that would be required prior to construction, including on the adjacent road		

shoulders or slopes. Identify any roads that would be expanded and provide the proposed width increases. c) Describe any procedures to address incidental road damage cause by project activities following construction. d) Provide detailed maps and associated GIS data for all existing access roads.		

Table 3. Access Roads

Type of Road	Description	Area Proposed Project
Existing Dirt Road	Typically double track. May have been graded previously. No other preparation required, although a few sections may need to be re-graded and crushed rock applied in very limited areas for traction.	_____ acres
New Permanent	Would be xx feet wide, bladed. No other preparation required although crushed rock may need to be applied in very limited areas for traction.	_____ acres
Overland Access	No preparation required. Typically grassy areas that are relatively flat. No restoration would be necessary.	_____ acres

3.5.1.2: New Access Roads a) Identify any new access roads that would be developed for project construction purposes, such as where any blading, grading, or gravel placement could occur to provide equipment access outside of a designated workspace.[14] b) Provide lengths, widths, and development methods for new access roads. c) Identify any temporary or permanent gates that would be installed. d) Clearly identify any roads that would be temporary and fully restored following construction. Otherwise it will be assumed the new access road is a permanent feature. e) Provide detailed maps and associated GIS data for all new access roads.		
3.5.1.3: Overland Access Routes a) Identify any overland access routes that would be used during construction, such as where vehicles and equipment would travel over existing vegetation and where blading, grading, or gravel placement would occur. b) Provide lengths and widths for new access roads. c) Provide detailed maps and associated GIS data for all overland access routes.		
3.5.1.4: Watercourse Crossings a) Identify all temporary watercourse crossings that would be required during construction. Provide specific methods and procedures for temporary watercourse crossings.		

[14] Temporary roads that would not require these activities should be considered an overland route.

b) Describe any bridges or culverts that replacement or installation of would be required for construction access. c) Provide details about the location, design and construction methods.		
3.5.1.5: Helicopter Access. If helicopters would be used during construction: a) Describe the types and quantities of helicopters that would be used during construction (e.g., light, medium, heavy, or sky crane), and a description of the activities that each helicopter would be used for. b) Identify areas for helicopter takeoff and landing. c) Describe helicopter refueling procedures and locations. d) Describe flight paths, payloads, and expected hours and durations of helicopter operation. e) Describe any safety procedures or requirements unique to helicopter operations, such as but not limited to obtaining a Congested Area Plan from the Federal Aviation Administration (FAA).		
3.5.2 Staging Areas (All Projects)		
3.5.2.1: Staging Area Locations a) Identify the locations of all staging area(s). Provide a map and GIS data for each.[15] b) Provide the size (in acres) for each staging area and the total staging area requirements for the project.		
3.5.2.2: Staging Area Preparation a) Describe any site preparation required, if known, or generally describe what might be required (i.e., vegetation removal, new access road, installation of rock base, etc.). b) Describe what the staging area would be used for (i.e., material and equipment storage, field office, reporting location for workers, parking area for vehicles and equipment, etc.). c) Describe how the staging area would be secured. Would a fence be installed? If so, describe the type and extent of the fencing. d) Describe how power to the site would be provided if required (i.e., tap into existing distribution, use of diesel generators, etc.). e) Describe any temporary lightning facilities for the site. f) Describe any grading activities and/or slope stabilization issues.		

[15] While not all potential local site staging areas will be known prior to selection of a contractor, it is expected that approximate area and likely locations of staging areas be disclosed. The identification of extra or optional staging areas should be considered to reduce the risk of changes after project approval that could necessitate further CEQA review.

3.5.3 Construction Work Areas (All Projects)		
3.5.3.1: Construction Work Areas a) Describe known work areas that may be required for specific construction activities (e.g., pole assembly, hillside construction)[16] b) Describe the types of activities that would be performed at each work area. Work areas may include but are not necessarily limited to: i. Helicopter landing zones and touchdown areas ii. Vehicle and equipment parking, passing, or turnaround areas iii. Railroad, bridge, or watercourse crossings iv. Temporary work pads for facility installation, modification, or removal v. Excavations and associated equipment work areas vi. Temporary guard structures vii. Pull-and-tension/stringing sites viii. Jack and bore pits, drilling areas and pull-back areas for horizontal directional drills ix. Retaining walls		
3.5.3.2 Work Area Disturbance a) Provide the dimensions of each work area including the maximum area that would be disturbed during construction (e.g., 100 feet by 200 feet) (see example in Table 4 below). b) Provide a table with temporary and permanent disturbance at each work area (in square feet or acres), and the total area of temporary and permanent disturbance for the entire project (in acres).		
3.5.3.3: Temporary Power. Identify how power would be provided at work area (i.e., tap into existing distribution, use of diesel generators, etc.). Provide the disturbance area for any temporary power lines.		
3.5.4 Site Preparation (All Projects)		
3.5.4.1: Surveying and Staking. Describe initial surveying and staking procedures for site preparation and access.		
3.5.4.2: Utilities a) Describe the process for identifying any underground utilities prior to construction (i.e., underground service alerts, etc.). b) Describe the process for relocating any existing overhead or underground utilities that aren't directly connected to the project system. c) Describe the process for installing any temporary power or other utility lines for construction.		

[16] Understanding that each specific work area may not be determined until the final work plan is submitted by the construction contractor, estimate total area likely to be disturbed.

Table 4. Work Areas

	Proposed Project (approximate metrics)
Pole Diameter:	
• Wood	_____ inches
• Self-Supporting Steel	_____inches
Lattice Tower Base Dimension:	
• Self-Supporting Lattice Structure	_____feet
Auger Hole Depth:	
• Wood	_____ to _____ feet
• Self-Supporting Steel	_____ to _____ feet
Permanent Footprint per Pole/Tower:	
• Wood	_____ sq. feet
• Self-Supporting Steel	_____ sq. feet
• Self-Supporting Steel Tower	_____ sq. feet
Number of Poles/Towers:	
• Wood	_____
• Self-Supporting Steel	_____
• Self-Supporting Steel Tower	_____
Average Work Area around Pole/Towers (e.g., for old pole removal and new pole installation):	
• Tangent structure work areas	_____ sq. feet
• Dead End / Angle structure work areas	_____ sq. feet
Total Permanent Footprint for Poles/Towers	Approximately _____ acres

3.5.4.3: Vegetation Clearing a) Describe what types of vegetation clearing may be required (e.g., tree removal, brush removal, flammable fuels removal) and why (e.g., to provide access, etc.). b) Provide calculations of temporary and permanent disturbance of each vegetation community and include all areas of vegetation removal in the GIS database. Distinguish between disturbance that would occur in previously developed areas (i.e., paved, graveled, or otherwise urbanized), and naturally vegetated areas. c) Describe how each type of vegetation removal would be accomplished. d) Describe the types of equipment that would be used for vegetation removal.		
3.5.4.4: Tree Trimming Removal a) For electrical projects, distinguish between tree trimming as required under CPUC General Order 95-D and tree removal. b) Identify the types, locations, approximate numbers, and sizes of trees that may need to be removed or trimmed substantially. c) Identify potentially protected trees that may be removed or substantially trimmed, such as but not limited to riparian trees, oaks trees, Joshua trees, or palm trees.		

d) Describe the types of equipment that would typically be used for tree removal.		
3.5.4.5: Work Area Stabilization. Describe the processes to stabilize temporary work areas and access roads including the materials that would be used (e.g., gravel).		
3.5.4.6: Grading a) Describe any earth moving or substantial grading activities (i.e., grading below a 6-inch depth) that would be required and identify locations where it would occur. b) Provide estimated volumes of grading (in cubic yards) including total cut, total fill, cut that would be reused, cut that would be hauled away, and clean fill that would be hauled to the site.		
3.5.5 Transmission Line Construction (Above Ground)		
3.5.5.1: Poles/Towers a) Describe the process and equipment for removing poles, towers, and associated foundations for the proposed project (where applicable). Describe how they would be disconnected, demolished, and removed from the site. Describe backfilling procedures and where the material would be obtained. b) Describe the process and equipment for installing or otherwise modifying poles and towers for the proposed project. Describe how they would be put into place and connected to the system. Identify any special construction methods (e.g., helicopter installation) at specific locations or specific types of poles/towers. c) Describe how foundations, if any, would be installed. Provide a description of the construction method(s), approximate average depth and diameter of excavation, approximate volume of soil to be excavated, approximate volume of concrete or other backfill required, etc. for foundations. Describe what would be done with soil removed from a hole/foundation site. d) Describe how the poles/towers and associated hardware would be delivered to the site and assembled. e) Describe any pole topping procedures that would occur, identify specific locations and reasons, and describe how each facility would be modified. Describe any special methods that would be required to top poles that may be difficult to access.		
3.5.5.2: Aboveground and Underground Conductor/Cable a) Provide a process-based description of how new conductor/cable would be installed and how old conductor/cable would be removed, if applicable. b) Identify where conductor/cable stringing/installation activities would occur. c) Provide a diagram of the general sequencing and equipment that would be used. d) Describe the conductor/cable splicing process.		

e) Provide the general or average distance between pull-and-tension sites. Describe the approximate dimensions and where pull-and-tension sites would generally be required (as indicated by the designated work areas), such as the approximate distance to pole/tower height ratio, at set distances, or at significant direction changes. Describe the equipment that would be required at these sites. f) For underground conductor/cable installations, describe all specialized construction methods that would be used for installing underground conductor or cable. If vaults are required, provide their dimensions and location/spacing along the alignment. Provide a detailed description for how the vaults would be delivered to the site and installed. g) Describe any safety precautions or areas where special methodology would be required (e.g., crossing roadways, stream crossing).		
3.5.5.3: Telecommunications. Identify the procedures for installation of proposed telecommunication cables and associated infrastructure.		
3.5.5.4: Guard Structures. Identify the types of guard structures that would be used at crossings of utility lines, roads, railroads, highways, etc. Describe the different types of guard structures or methods that may be used (i.e., buried poles and netting, poles secured to a weighted object, bucket trucks, etc.). Describe any pole installation and removal procedures associated with guard structures. Describe guard structure installation and removal process and duration that guard structures would remain in place.		
3.5.5.5: Blasting a) Describe any blasting that may be required to construct the project. b) If blasting may be required, provide a Blasting Plan that identifies the blasting locations; types and amounts of blasting agent to be used at each location; estimated impact radii; and, noise estimates. The Blasting Plan should be provided as an Appendix to the PEA. c) Provide a map identifying the locations where blasting may be required with estimated impact radii. Provide associated GIS data.		
3.5.6 Transmission Line Construction (Below Ground)		
3.5.6.1: Trenching a) Describe the approximate dimensions of the trench (e.g., depth, width). b) Provide the total approximate volume of material to be removed from the trench, the amount to be used as backfill, and any amount to subsequently be removed/disposed of offsite in cubic yards. c) Describe the methods used for making the trench (e.g., saw cutter to cut the pavement, backhoe to remove, etc.). d) Provide off-site disposal location, if known, or describe possible option(s). e) Describe if dewatering would be anticipated and if so, how the trench would be dewatered, the anticipated flows of the water,		

whether there would be treatment, and how the water would be disposed of. f) Describe the process for testing excavated soil or groundwater for the presence of pre-existing environmental contaminants that could be exposed from trenching operations. g) If a pre-existing hazardous waste were encountered, describe the process of removal and disposal. h) Describe the state of the ground surface after backfilling the trench. i) Describe standard Best Management Practices to be implemented.		
3.5.6.2: Trenchless Techniques (Microtunnel, Jack and Bore, Horizontal Directional Drilling) a) Identify any locations/features for which the Applicant expects to use a trenchless (i.e., microtunneling, jack and bore, horizontal directional drilling) crossing method and which method is planned for each crossing. b) Describe the methodology of the trenchless technique. c) Provide the approximate location and dimensions of the sending and receiving pits. d) Describe the methodology of excavating and shoring the pits. e) Provide the total volume of material to be removed from the pits, the amount to be used as backfill, and the amount subsequently to be removed/disposed of offsite in cubic yards. f) Describe process for safe handling of drilling mud and bore lubricants. g) Describe the process for detecting and avoiding "fracturing-out" during horizontal directional drilling operations. h) Describe the process for avoiding contact between drilling mud/lubricants and stream beds. i) If engineered fill would be used as backfill, indicate the type of engineered backfill and the amount that would be typically used (e.g., the top 2 feet would be filled with thermal-select backfill). j) Describe if dewatering is anticipated and, if so, how the pits would be dewatered, the anticipated flows of the water, whether there would there be treatment, and how the water would be disposed of. k) Describe the process for testing excavated soil or groundwater for the presence of pre-existing environmental contaminants. Describe the process of disposing of any pre-existing hazardous waste that is encountered during excavation. l) Describe any standard BMPs that would be implemented for trenchless construction.		
3.5.7 Substation, Switching Stations, Gas Compressor Stations		
3.5.7.1: Installation or Facility Modification. Describe the process and equipment for removing, installing, or modifying any substations, switching stations, or compressor stations including: a) Transformers/ electric components b) Gas components c) Control and operation buildings d) Driveways		

e) Fences f) Gates g) Communication systems (SCADA) h) Grounding systems		
3.5.7.2: Civil Works. Describe the process and equipment required to construct any slope stabilization, drainage, retention basins, and spill containment required for the facility.		
3.5.8 Gas Pipelines		
3.5.8.1: Gas Pipeline Construction. Describe the process for proposed pipeline construction including site development, trenching and trenchless techniques, pipe installation, and backfilling.		
3.5.8.2: Water Crossings. Describe water feature crossings that will occur during trenching, the method of trenching through stream crossings, and the process for avoiding impacts to the water features required for pipeline construction. Identify all locations where the pipeline will cross water features. Cite to any associated geotechnical or hydrological investigations completed and provide a full copy of each report as an Appendix to the PEA.[17]		
3.5.8.3: Gas Pipeline Other Requirements a) Describe hydrostatic testing process including pressures, timing, source of flushing water, discharge of water. b) Describe energy dissipation basin, and the size and length of segments to be tested. c) Describe pig launching locations and any inline inspection techniques used during or immediately post construction.		
3.5.9 Gas Storage Facilities		
3.5.9.1: Gas Storage Construction a) Describe the process for constructing the gas storage facility including constructing well pads and drilling wells. b) Describe the specific construction equipment that would be used, such as the type of drill rig (i.e., size, diesel, electric, etc.), depth of drilling, well-drilling schedule and equipment.		
3.5.9.2: Drilling Muds and Fluids. Describe the use of any drilling muds, fluids, and other drilling materials. Provided estimated types and quantities.		
3.5.10 Public Safety and Traffic Control (All Projects)		
3.5.10.1: Public Safety a) Describe specific public safety considerations during construction and best management practices to appropriately manage public safety. Clearly state when and where they each safety measure would be applied.		

[17] If a geotechnical study is not available at the time of PEA filing, provide the best information available.

b) Identify procedures for managing work sites in urban areas, covering open excavations securely, installing barriers, installing guard structures, etc. c) Identify specific project areas where public access may be restricted for safety purposes and provide the approximate durations and timing of restricted access at each location.		
3.5.10.2: Traffic Control a) Describe traffic control procedures that would be implemented during construction. b) Identify the locations, process, and timing for closing any sidewalks, lanes, roads, trails, paths, or driveways to manage public access. c) Identify temporary detour routes and locations. d) Provide a preliminary Traffic Control Plan(s) for the project.		
3.5.10.3: Security. Describe any security measures, such as fencing, lighting, alarms, etc. that may be required. State if security personnel will be stationed at project areas and anticipated duration of security.		
3.5.10.4: Livestock. Describe any livestock fencing or guards that may be necessary to prevent livestock from entering project areas. State if the fencing would be electrified and if so, how it would be powered.		
3.5.11 Dust, Erosion, and Runoff Controls (All Projects)		
3.5.11.1: Dust. Describe specific best management practices that would be implemented to manage fugitive dust.		
3.5.11.2: Erosion. Describe specific best management practices that would be implemented to manage erosion.		
3.5.11.3: Runoff. Describe specific best management practices that would be implemented to manage stormwater runoff and sediment.		
3.5.12 Water Use and Dewatering (All Projects)		
3.5.12.1: Water Use. Describe the estimated volumes of water that would be used by construction activity (e.g., dust control, compaction, etc.). State if recycled or reclaimed water would be used and provide estimated volumes. Identify the anticipated sources where the water would be acquired or purchased. Identify if the source of water is groundwater and the quantity of groundwater that could be used.		
3.5.12.2: Dewatering a) Describe dewatering procedures during construction, including pumping, storing, testing, permitted discharging, and disposal requirements that would be followed. b) Describe the types of equipment and workspace considerations to be used to dewater, store, transport, or discharge extracted water.		
3.5.13 Hazardous Materials and Management (All Projects)		
3.5.13.1: Hazardous Materials a) Describe the types, uses, and volumes of all hazardous materials that would be used during construction. b) State if herbicides or pesticides may be used during construction.		

c) If a pre-existing hazardous waste were encountered, describe the process of removal and disposal.		
3.5.13.2: Hazardous Materials Management a) Identify specific best management practices that would be followed for transporting, storing, and handling hazardous materials. b) Identify specific best management practices that would be followed in the event of an incidental leak or spill of hazardous materials. c) Provide a Hazardous Substance Control and Emergency Response Plan / Hazardous Waste and Spill Prevention Plan as an Appendix to the PEA, if appropriate.		
3.5.14 Waste Generation and Management (All Projects)		
3.5.14.1: Solid Waste a) Describe solid waste streams from existing and proposed facilities during construction. b) Identify procedures to be implemented to manage solid waste, including collection, containment, storage, treatment, and disposal. c) Provide estimated total volumes of solid waste by construction activity or project component. d) Describe the recycling potential of solid waste materials and provide estimated volumes of recyclable materials by construction activity or project component. e) Identify the locations of appropriate disposal and recycling facilities where solid wastes would be transported.		
3.5.14.2: Liquid Waste a) Describe liquid waste streams during construction (i.e., sanitary waste, drilling fluids, contaminated water, etc.) b) Describe procedures to be implemented to manage liquid waste, including collection, containment, storage, treatment, and disposal. c) Provide estimated volumes of liquid waste generated by construction activity or project component. d) Identify the locations of appropriate disposal facilities where liquid wastes would be transported.		
3.5.14.3: Hazardous Waste a) Describe potentially hazardous waste streams during construction and procedures to be implemented to manage hazardous wastes, including collection, containment, storage, treatment, and disposal. b) If large volumes of hazardous waste are anticipated, such as from a pre-existing contaminant in the soil that must be collected and disposed of, provide estimated volumes of hazardous waste that would be generated by construction activity or project component. c) Identify the locations of appropriate disposal facilities where hazardous wastes would be transported.		
3.5.15 Fire Prevention and Response (All Projects)		
3.5.15.1: Fire Prevention and Response Procedures. Describe fire prevention and response procedures that would be implemented during		

construction. Provide a Construction Fire Prevention Plan or specific procedures as an Appendix to the PEA.		
3.5.15.2: Fire Breaks. Identify any fire breaks (i.e., vegetation clearance) requirements around specific project activities (i.e., hot work). Ensure that such clearance buffers are included in the limits of the defined work areas, and the vegetation removal in that area is attributed to Fire Prevention and Response (refer to 3.5.4.3: Vegetation Clearing).		

3.6 Construction Workforce, Equipment, Traffic, and Schedule

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
3.6.1: Construction Workforce a) Provide the estimated number of construction crew members. In the absence of project-specific data, provide estimates based on past projects of a similar size and type. b) Describe the crew deployment. Would crews work concurrently (i.e., multiple crews at different sites); would they be phased? How many crews could be working at the same time and where? c) Describe the different types of activities to be undertaken during construction, the number of crew members for each activity (i.e. trenching, grading, etc.), and number and types of equipment expected to be used for the activity. Include a written description of the activity. See example in Table 5.		
3.6.2: Construction Equipment. Provide a tabular list of the types of equipment expected to be used during construction of the proposed project including the horsepower. Define the equipment that would be used by each phase as shown in the example table below (Table 5).		

Table 5. Construction Equipment and Workforce

Work Activity				Activity Production				
Equipment Description	Estimated Horse-power	Probable Fuel Type	Equipment Quantity	Estimated Workforce	Estimated Start Date	Estimated End Date	Duration of Use (Hrs./Day)	Estimated Production
Survey				**4**	**January 2020**	**December 2020**		**358 Miles**
1-Ton Truck, 4x4	300	Diesel	2		January 2020	December 2020	10	1 Mile/Day
Staging Yards				**5**	**DOP**			
1-Ton Truck, 4x4	300	Diesel	1		Duration of Project		4	
R/T Forklift	350	Diesel	1				5	
Boom/Crane Truck	350	Diesel	1				5	
Water Truck	300	Diesel	2				10	
Jet A Fuel Truck	300	Diesel	1				4	
Truck, Semi-Tractor	500	Diesel	1				6	
Road Work				**6**	**January 2020**	**March 2020**		**426 Miles**
1-Ton Truck, 4x4	300	Diesel	2		January 2020	March 2020	5	
Backhoe/Front Loader	350	Diesel	1		January 2020	March 2020	7	
Track Type Dozer	350	Diesel	1		January 2020	March 2020	7	
Motor Grader	350	Diesel	1		January 2020	March 2020	5	
Water Truck	300	Diesel	2		January 2020	March 2020	10	
Drum Type Compactor	250	Diesel	1		January 2020	March 2020	5	
Excavator	300	Diesel	1		January 2020	February 2020	7	
Lowboy Truck/Trailer	500	Diesel	1		January 2020	February 2020	4	

3.6.3: Construction Traffic a) Describe how the construction crews and their equipment would be transported to and from the proposed project site. b) Provide vehicle type, number of vehicles, and estimated hours of operation per day, week, and month for each construction activity and phase. c) Provide estimated vehicle trips and vehicles miles traveled (VMT) for each construction activity and phase. Provide separate values for construction crews commuting, haul trips, and other types of construction traffic.		
3.6.4: Construction Schedule a) Provide the proposed construction schedule (e.g., month and year) for each segment or project component, and for each construction activity and phase. b) Provide and explain the sequencing of construction activities, and if they would or would not occur concurrently. c) Provide the total duration of each construction activity and phase in days or weeks. d) Identify seasonal considerations that may affect the construction schedule, such as weather or anticipated wildlife restrictions, etc. The proposed construction should account for such factors.		
3.6.5: Work Schedule a) Describe the anticipated work schedule, including the days of the week and hours of the day when work would occur. Clearly state if work would occur at night or on weekends and identify when and where this could occur. b) Provide the estimated number of days or weeks that construction activities would occur at each type of work area. For example, construction at a stationary facility or staging area may occur for the entire duration of construction, but construction at individual work areas along a linear project would be limited to a few hours, days or weeks, and only a fraction of the total construction period.		

3.7 Post-Construction

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.7.1: Configuring and Testing. Describe the process and duration for post-construction configuring and testing of facilities. Describe the number of personnel and types of equipment that would be involved.		
3.7.2: Landscaping. Describe any landscaping that would be installed. Provide a conceptual landscape plan that identifies the locations and types of plantings that will be used. Identify whether plantings will include container plants or seeds. Include any water required for landscaping in the description of water use above.		

3.7.3 Demobilization and Site Restoration		
3.7.3.1: Demobilization. Describe the process for demobilization after construction activities, but prior to leaving the work site. For example, describe final processes for removing stationary equipment and materials, etc.		
3.7.3.2: Site Restoration. Describe how cleanup and post-construction restoration would be performed (i.e., personnel, equipment, and methods) on all project ROWs, sites, and extra work areas. Things to consider include, but are not limited to, restoration of the following: a) Restoring natural drainage patterns b) Recontouring disturbed soil c) Removing construction debris d) Vegetation e) Permanent and semi-permanent erosion control measures f) Restoration of all disturbed areas and access roads, including restoration of any public trails that are used as access, as well as any damaged sidewalks, agricultural infrastructure, or landscaping, etc. g) Road repaving and striping, including proposed timing of road restoration for underground construction within public roadways		

3.8 Operation and Maintenance

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.8.1: Regulations and Standards a) Identify and describe all regulations and standards applicable to operation and maintenance of project facilities. b) Provide a copy of any applicable Wildfire Management Plan and describe any special procedures for wildfire management.		
3.8.2: System Controls and Operation Staff a) Describe the systems and methods that the Applicant would use for monitoring and control of project facilities (e.g., on-site control rooms, remote facilities, standard monitoring and protection equipment, pressure sensors, automatic shut-off valves, and site and equipment specific for monitoring and control such as at natural gas well pads). b) If new full-time staff would be required for operation and/or maintenance, provide the number of positions and purpose.		
3.8.3: Inspection Programs a) Describe the existing and proposed inspection programs for each project component, including the type, frequency, and timing of scheduled inspections (i.e., aerial inspection, ground inspection, pipeline inline inspections). b) Describe any enhanced inspections, such as within any High Fire Threat Districts consistent with applicable Wildfire Management Plan requirements.		

c) Describe the inspection processes, such as the methods, number of crew members, and how access would occur (i.e., walk, vehicle, all-terrain vehicle, helicopter, drone, etc.). If new access would be required, describe any restoration that would be provided for the access roads.		
3.8.4: Maintenance Programs a) Describe the existing and proposed maintenance programs for each project component. b) Describe scheduled maintenance or facility replacement after the designated lifespan of the equipment. c) Identify typical parts and materials that require regular maintenance and describe the repair procedures. d) Describe any access road maintenance that would occur. e) Describe maintenance for surface or color treatment. f) Describe cathodic protection maintenance that would occur. g) Describe ongoing landscaping maintenance that would occur.		
3.8.5: Vegetation Management Programs a) Describe vegetation management programs within and surrounding project facilities. Distinguish between any different types of vegetation management. b) Describe any enhanced vegetation management, such as within any High Fire Threat Districts consistent with any applicable Wildfire Management Plan requirements. Identify the areas where enhanced vegetation management would be conducted.		

3.9 Decommissioning

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.9.1: Decommissioning. Provide detailed information about the current and reasonably foreseeable plans for the disposal, recycling, or future abandonment of all project facilities.		

3.10 Anticipated Permits and Approvals

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.10.1: Anticipated Permits and Approvals. Identify all necessary federal, state, regional, and local permits that may be required for the project. For each permit, list the responsible agency and district/office representative with contact information, type of permit or approval, and status of each permit with date filed or planned to file. For example: a) Federal Permits and Approvals i. U.S. Fish and Wildlife Service ii. U.S. Army Corps of Engineers iii. Federal Aviation Administration iv. U.S. Forest Service		

v. U.S. Department of Transportation – Office of Pipeline Safety vi. U.S. Environmental Protection Agency (Resource Conservation and Recovery Act; Comprehensive Environmental Response, Compensation, and Liability Act) b) State and Regional Permits i. California Department of Fish and Wildlife ii. California Department of Transportation iii. California State Lands Commission iv. California Coastal Commission v. State Historic Preservation Office, Native American Heritage Commission vi. State Water Resources Control Board vii. California Division of Oil, Gas and Geothermal Resources viii. Regional Air Quality Management District ix. Regional Water Quality Control Board (National Pollutant Discharge Elimination System General Industrial Storm Water Discharge Permit) x. Habitat Conservation Plan Authority (if applicable) See also Table 6 of example permitting requirements and processes.		
3.10.2: Rights-of-Way or Easement Applications. Demonstrate that applications for ROWs or other proposed land use have been or soon will be filed with federal, state, or other land-managing agencies that have jurisdiction over land that would be affected by the project (if any). Discuss permitting plans and timeframes and provide the contact information at the federal agency(ies) approached.		

3.11 Applicant Proposed Measures

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.11 Applicant Proposed Measures a) Provide a table with the full text of any Applicant Proposed Measure. Where applicable, provide a copy of Applicant procedures, plans, and standards referenced in the Applicant Proposed Measures. b) Within Chapter 5, describe the basis for selecting a particular Applicant Proposed Measure and how the Applicant Proposed Measure would reduce the impacts of the project.[18] c) Carefully consider each CPUC Draft Environmental Measure identified in Chapter 5 of this PEA Checklist. The CPUC Draft Environmental Measures will be applied to the proposed project where applicable.		

[18] Applicant Proposed Measures that use phrases, such as, "as practicable" or other conditional language are not acceptable and will be superseded by Mitigation Measures if required to avoid or reduce a potentially significant impact.

Table 6. Example Permitting Requirements and Processes

Note: In addition to the CPCN or PTC, the applicant may also be required to secure resource agency permits for the project.

Disclaimer: Below is a general list of permits required for transmission projects. Permit requirements for individual projects may vary slightly depending on project conditions.

Agency	Permit	Regulation	Protected Resource	Trigger	Application Process	Timing
				Federal		
Army Corps of Engineers	404 Permit	Clean Water Act	Waters of the United States (including wetlands)	Placement of dredge or fill material into waters of the U.S., including wetlands. If project impacts less than 0.5 acres a **nationwide permit (NWP)** is typically issued	**NWP:** prepare a preconstruction notification (PCN) along with the draft Corps's application (Engineer Form 4345). Information in the PCN includes, but is not limited to: results of wetland delineation including areas of waters of the U.S.; temporary and permanent impacts to waters of the U.S. and discussion of avoidance; construction techniques, timeline, and equipment that would be used; special status species that potentially occur in the project area, and discussion of mitigation (if applicable) to replace wetlands	**NWP:** takes approximately nine months from the date of application submittal (depending on level of impacts and level of consultation required by other agencies). Initial review is 30 days after which application is deemed complete or additional information is requested.
				If project would impact more than 0.5 acres a **regional or individual permit** may be required.	**Regional or Individual Permit:** Same requirements as NWP as well as preparation and submittal of 404(b)(1) Alternatives analysis which identifies the Least Environmentally Damaging Practicable Alternative (LEDPA). Public notice also required	**Regional or Individual Permit:** An additional three to six months may be required on top of the nine months expected for an NWP. A 30 day public notice is also required to inform the public about the project before the Corps issues the permit.
USFWS	Section 7 Consultation	Federal Endangered Species Act	Federally Listed Species	Potential impact to a federally listed threatened or endangered species	Biological Assessment (BA) prepared and submitted to Corps. BA contains information on each species and describes potential for "take" of species and/or habitat.	The timeline for processing and receiving a formal **Biological Opinion (BO)** from USFWS can be six months to a year from when the Corps has initiated consultation and depending on the level of impact to listed species. The typical timeline for issuance of a BO is no less than 135 days after acceptance of the BA as complete.
US Department of Agriculture, Forest Service	Special Use Authorization	National Forest Management Act/NEPA	National Forest lands	Use of federal lands managed by the USDA Forest Service for a transmission line. Typically constitutes a Major Federal Action which in turn triggers NEPA analysis.	**Special Use Authorization Application:** prepare a special use application for consideration by the Forest Service. Prior to submitting a proposal, applicant is required to arrange a preapplicaiton meeting at the local Forest Service office. Application typically includes project plan, operating plans, liability insurance, licenses/registrations and other documents. If it is determined that NEPA is required either an EA or EIS would be prepared. The NEPA document may be prepared jointly with the CEQA document.	Revies of Special Use Authorization applications is often dependent upon what level of NEPA analysis is required. An EA is typically 9-12 months, and EIS is generally 18 months. NEPA process may occur concurrently with CEQA process.
US Department of the Interior, Bureau of Land Management	Right-of-Way Grant	Federal Land Policy and Management Act/NEPA	Federal Lands	Use of federal lands managed by the BLM for a transmission line. Typically constitutes a Major Federal Action which in turn triggers NEPA analysis.	**Right-of-Way Application**: Contact the BLM office with management responsibility. Obtain an application form "Application for Transportation and Utility Systems and Facilities on Federal Lands". Arrange a pre-application meeting with a BLM Realty Specialist or appropriate staff member. Submit completed application to the appropriate BLM office. If it is determined that NEPA is required either an EA or EIS would be prepared. The NEPA document may be prepared jointly with the CEQA document.	BLM attempts to review completed applications within 60 days of submittal. Full timing is often dependent upon what level of NEPA analysis is required. An EA is typically 9-12 months, and EIS is generally 18 months. NEPA process may occur concurrently with CEQA process.

Agency	Permit	Regulation	Protected Resource	Trigger	Application Process	Timing
			State (continued)			
State Historic Preservation Officer (SHPO)	Section 106 National Historic Preservation Act (NHPA)	National Historic Preservation Act	Cultural and/or historical resources	Required if there are potential impacts to cultural and/or historical resources that are listed or eligible for listing on the National Register of Historic Places.	Information on cultural and historical resources gathered during the draft CEQA document preparation is included in a 106 Technical Report and submitted to the Corps along with the Area of Potential Effect (APE) map. The information is then evaluated by the Corps' cultural resources evaluator for potential adverse effects within the APE. Depending upon the level of potential adverse effect, the Corps then forwards its finding to SHPO for concurrence or begins the process for a Memorandum of Agreement (MOA). Native American consultation is also mandatory for the 106 process but can begin during preparation of the environmental document. All letters and correspondence for the Native American consultation must be provided to the Corps.Consultation with federally-recongized tribes may require a more extensive consultation.	Once SHPO has received the Corps' determination, it has approximately 60 days to agree or request additional information. However, SHPO has recently become more involved in projects and this timeframe is only an estimate and if a potential adverse effect to cultural or historical resources could occur, the SHPO process can take up to a year or more. Depending on the level of impacts to cultural resources, the Corps may determine no effect and issue the permit before receiving concurrence from SHPO.
California State Lands Commission (CSLC)	Right of Way Lease Agreement	Division 6 of the California Public Resources Code	California Sovereign Lands	May be triggered if the transmission line crosses state lands under the jurisdiction of the CSLC, which includes the beds of 1) more than 120 rivers, streams and sloughs; 2) nearly 40 non-tidal navigable lakes, such as Lake Tahoe and Clear Lake; 3) the tidal navigable bays and lagoons; and 4) the tide and submerged lands adjacent to the entire coast and offshore islands of the State from the mean high tide line to three nautical miles offshore.	Leases or permits may be issued to qualified applicants and the Commission shall have broad discretion in all aspects of leasing including category of lease or permit and which use, method or amount of rental is most appropriate, whether competitive bidding should be used in awarding a lease, what term should apply, how rental should be adjusted during the term, whether bonding and insurance should be required and in what amounts, whether an applicant is qualified based on what it deems to be in the best interest of the State.	Most coordination should be done concurrently with the CEQA process to ensure that any CSLC-required issues are addressed under CEQA. Once a final route/alternative is selected, the lease process may take two to three months for final Commission approval.
			Local / Other			
Air Quality Management District or Air Pollution Control District	Permit to Construct	Federal Clean Air Act	Air Quality	Depends on the air disctrict involved; may not be required for most transmission projects. Some air districts have a trigger level based on disturbed acreage.	Application forms need to be prepared and submiited to the local AQMD or APCD	Typically 30 to 90 days after submittal of a complete application.

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[19] Permitting is project specific. This table is provided for discussion purposes.

3.12 Project Description Graphics, Mapbook, and GIS Requirements

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.12.1: Graphics. Provide diagrams of the following as applicable: a) All pole, tower, pipe, vault, conduit, and retaining wall types b) For poles, provide typical drawings with approximate diameter at the base and tip; for towers, estimate the width at base and top. c) A typical detail for any proposed underground duct banks and vaults d) All substation, switchyard, building, and facility layouts e) Trenching, drilling, pole installation, pipe installation, vault installation, roadway construction, facility removal, helicopter uses, conductor installation, traffic control, and other construction activities where a diagram would assist the reader in visualizing the work area and construction approach f) Typical profile views of proposed aboveground facilities and existing facilities to be modified within the existing and proposed ROW (e.g., typical cross-section of existing and proposed facilities by project segment). g) Photos of representative existing and proposed structures		
3.12.2: Mapbook. Provide a detailed mapbook on an aerial imagery basemap at a scale between 1:3000 and 1:6000 (or as appropriate and legible) that show mileposts, roadways, and all project components and work areas including: a) All proposed above-ground and underground structure/facility locations (e.g., poles, conductor, substations, compressor stations, telecommunication lines, vaults, duct bank, lighting, markers, etc.) b) All existing structures/facilities that would be modified or removed c) Identify by milepost where existing ROW will be used and where new ROW or land acquisition will be required. d) All permanent work areas including permanent facility access e) All access roads including, existing, temporary, and new permanent access f) All temporary work areas including staging, material storage, field offices, material laydown, temporary work areas for above ground (e.g., pole installation) and underground facility construction (e.g., trenching and duct banks), helicopter landing zones, pull and tension sites, guard structures, shoo flys etc. g) Areas where special construction methods (e.g., jack and bore, HDD, blasting, retaining walls etc.) may need to be employed		

h) Areas where vegetation removal may occur i) Areas to be heavily graded and where slope stabilization measures would be employed including any retaining walls		
3.12.3: GIS Data. Provide GIS data for all features and ROW shown on the detailed mapbook.		
3.12.4: GIS Requirements. Provide the following information for each pole/tower that would be installed and for each pole/tower that would be removed: a) Unique ID number and type of pole (e.g., wood, steel, etc.) or tower (e.g., self-supporting lattice) both in a table and in the attributes of the GIS data provided b) Identify pole/tower heights and conductor sizes in the attributes of the GIS data provided.		
3.12.5: Natural Gas Facilities GIS Data. For natural gas facilities, provide GIS data for system cross ties and all laterals/taps, valve stations, and new and existing inspection facilities (e.g., pig launcher sites).		

4 Description of Alternatives

All Applicants will assume that alternatives will be required for the environmental analysis and that an EIR will be prepared unless otherwise instructed by CPUC CEQA Unit Staff in writing prior to application filing. See PEA Requirements at the beginning of this checklist document. The consideration and discussion of alternatives will adhere to CEQA Guidelines Section 15126.6. The description of alternatives will be provided in this chapter of the PEA, and the comparison of each alternative to the proposed project is provided in PEA Chapter 6. The amount of detail required for the description of various alternatives to the proposed project and what may be considered a reasonable range of alternatives will be discussed with CPUC during Pre-filing.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
4.1 Alternatives Considered. Identify alternatives to the proposed project.[20] Include the following: a) All alternatives to the proposed project that were suggested, considered, or studied by the CAISO or by CAISO stakeholders b) Alternatives suggested by the public or agencies during public outreach efforts conducted by the Applicant c) Reduced footprint alternatives, including, e.g., smaller diameter pipelines and space for fewer electric transformers d) Project phasing options (e.g., evaluate the full build out for environmental clearance but consider an initial, smaller buildout that would only be expanded [in phases] if needed) e) Alternative facility and construction activity sites (e.g., substation, compressor station, drilling sites, well-head sites, staging areas) f) Renewable, energy conservation, energy efficiency, demand response, distributed energy resources, and energy storage alternatives g) Alternatives that would avoid or limit the construction of new transmission-voltage facilities or new gas transmission pipelines h) Other technological alternatives (e.g., conductor type) i) Route alternatives and route variations j) Alternative engineering or technological approaches (e.g., alternative types of facilities, or materials, or configurations) k) Assign an identification label and brief, descriptive title to each alternative described in this PEA chapter (e.g., Alternative A: No Project; Alterative B: Reduced Footprint 500/115-kV Substation; Alternative C: Ringo Hills 16-inch Pipeline Alignment; Alternative D1: Lincoln Street Route Variation; etc.). Each alternative will be easily identifiable by reading the brief title. Provide a description of each alternative. The description of each alternative will discuss to what extent it would be potentially feasible,		

[20] Reduced footprint alternatives; siting alternatives; renewable, energy conservation, energy efficiency, demand response, distributed energy resources, and energy storage alternatives; and non-wires alternatives (electric projects only) are typically required. For linear projects, route alternatives and route variations are typically required as well.

meet the project's underlying purpose, meet most of the basic project objectives, and avoid or reduce one or more potentially significant impacts. If the Applicant believes that an alternative is infeasible or the implementation is remote and speculative (CEQA Guidelines Section 15126.6(f)(3), clearly explain why. If significant environmental effects are possible without mitigation, alternatives will be provided in the PEA that are capable of avoiding or reducing any potentially significant environmental effects, even if the alternative(s) substantially impede the attainment of some project objectives or are costlier.[21]		
4.2 No Project Alternative. Include a thorough description of the No Project Alternative. The No Project Alternative needs to describe the range of actions that are reasonably foreseeable if the proposed project is not approved. The No Project Alternative will be described to meet the requirements of CEQA Guidelines Section15126.6(e).		
4.3 Rejected Alternatives. Provide a detailed discussion of all alternatives considered by the Applicant that were not selected by the Applicant for a full description in the PEA and analysis in PEA Chapter 5. The detailed discussion will include the following: a) Description of the alternative and its components b) Map of any alternative sites or routes c) Discussion about the extent to which the alternative would meet the underlying purpose of the project and its basic objectives d) Discussion about the feasibility of implementing the alternative e) Discussion of whether the alternative would reduce or avoid any significant environmental impacts of the proposed project f) Discussion of any new significant impacts that could occur from implementation of the alternative g) Description of why the alternative was rejected h) Any comments from the public or agencies about the alternative during PEA preparation		
For Natural Gas Storage Projects:		
4.4 Natural Gas Storage Alternatives. In addition to the requirements included above, alternatives to be considered for proposed natural gas storage projects include the following, where applicable: a) Alternative reservoir locations considered for gas storage including other field locations and other potential storage areas b) Alternative pipelines, road, and utility siting c) Alternative suction gas requirements, and injection/withdrawal options		

[21] CPUC CEQA Unit Staff will determine whether an alternative could *substantially* reduce one or more potentially significant impacts of the proposed project (CEQA Guidelines Section 15125.5). Applicants are strongly advised to provide more rather than less alternatives for CPUC's consideration or as determined during Pre-filing.

5 Environmental Analysis

Include a description of the environmental setting, regulatory setting, and impact analysis for each resource area. The resource areas addressed will include each environmental factor (resource area) identified in the most recent adopted version of the CEQA Guidelines Appendix G checklist and any additional relevant resource areas and impact questions that are defined in this PEA checklist.

1. Environmental Setting
    a. For each resource area, the PEA will include a detailed description of the natural and built environment in the vicinity of the proposed project area (e.g., topography, land use patterns, biological environment, etc.) as applicable to the resource area. Both regional and local environmental setting information will be provided.
    b. All setting information provided will relate in some way to the impacts of the proposed project discussed in the PEA's impacts analysis, however CPUC's impacts analysis may be more thorough, which may necessitate additional setting information than the Applicant might otherwise provide.
2. Regulatory Setting
    a. Organized by federal, State, regional, and local sections
    b. Describe the policy or regulation and briefly explain why it is applicable to the proposed project.
        i. Identify in the setting all laws, regulations, and policies that would be applicable for CPUC's exclusive jurisdiction over the siting and design of electric and gas facilities. Public utilities under CPUC's jurisdiction are expected to consult with local agencies regarding land use matters. Local laws, regulations, and policies will be considered for the consideration of potential impacts during CPUC's CEQA review (e.g., encroachment, grading, erosion control, scenic corridors, overhead line undergrounding, tree removal, fire protection, permanent and temporary noise limits, zoning requirements, general plan polices, and all local and regional laws, regulations, and policies).
3. Impact Questions
    a. Includes all impact questions in the current version of CEQA Guidelines, Appendix G.
    b. Additional impact questions that are frequently relevant to utility projects are provided in Attachment 4, CPUC Draft Environmental Measures.
4. Impact Analyses
    a. Discussion organized by CEQA Guidelines, Appendix G impact items and any Additional CEQA Impact Questions in the PEA Checklist. Assess all potential environmental impacts and make determinations, such as, No Impact, Less than Significant, Less than Significant with Mitigation, Significant and Unavoidable, or Beneficial Impact with respect to construction, operations, and maintenance activities.
    b. The impact analyses provided in PEA Chapter 5, Environmental Analysis, need not be as thorough as those to be prepared by CPUC for the CEQA environmental document. A preliminary determination will be provided but with only brief justification unless otherwise directed by CPUC Staff in writing during Pre-filing.
5. CPUC Draft Environmental Measures
    a. CPUC Draft Environmental Measures are provided for some of the resource areas in Attachment 4, CPUC Draft Environmental Measures. The measures may be applied to the proposed project as written or modified by the CPUC during its environmental review if the measure would avoid or reduce a potentially significant impact.

b. The CPUC Draft Environmental Measures should be discussed with the CPUC's CEQA Unit Staff during Pre-filing, especially with respect to the development of Applicant Proposed Measures.
c. In general, impact avoidance is preferred to the reduction of potentially significant impacts.

Additional requirements specific to each resource area are identified in the following sections.

5.1 Aesthetics

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.1.1 Environmental Setting		
5.1.1.1: Landscape Setting. Briefly described the regional and local landscape setting.		
5.1.1.2: Scenic Resources. Identify and describe any vistas, scenic highways, national scenic areas, or other scenic resources within and surrounding the project area (approximately 5-mile buffer but may be greater if necessary). Scenic resources may also include but are not limited to historic structures, trees, or other resources that contribute to the scenic values where the project would be located.		
5.1.1.3: Viewshed Analysis a) Conduct a viewshed analysis for the project area (approximately 5-mile buffer but may be greater if necessary). b) Describe the project viewshed, including important visibility characteristics for the project site, such as viewing distance, viewing angle, and intervening topography, vegetation, or structures. c) Provide a supporting map (or maps) showing project area, landscape units, topography (i.e., hillshade), and the results of the viewshed analysis. Provide associated GIS data.		
5.1.1.4: Landscape Units. Identify and describe landscape units (geographic zones) within and surrounding the project area (approximately 5-mile buffer but may be greater if necessary) that categorizes different landscape types and visual characteristics, with consideration to topography, vegetation, and existing land uses. Landscape units should be developed based on the existing landscape characteristics rather than the project's features or segments.		
5.1.1.5: Viewers and Viewer Sensitivity. Identify and described the types of viewers expected within the viewshed and landscape units. Describe visual sensitivity to general visual change based on viewing conditions, use of the area, feedback from the public about the project, and landscape characteristics.		

5.1.1.6: Representative Viewpoints a) Identify representative viewpoints from publicly accessible locations (up to approximately 5-mile buffer but may be greater if appropriate). The number and location of the viewpoints must represent a range of views of the project site from major roads, highways, trails, parks, vistas, landmarks, and other scenic resources near the project site. Multiple viewpoints should be included where the project site would be visible from sensitive scenic resources to provide context on different viewing distances, perspectives, and directions. b) Provide the following information for each viewpoint: i. Number, title, and brief description of the location ii. Types of viewers iii. Viewing direction(s) and distance(s) to the nearest proposed project features iv. Description of the existing visual conditions and visibility of the project site as seen from the viewpoint and shown in the representative photographs c) Provide a supporting map (or maps) showing project features and representative viewpoints with arrows indicating the viewing direction(s). Provide associated GIS data (may be combined with GIS data request below for representative photographs).		
5.1.1.7: Representative Photographs a) Provide high resolution photographs taken from the representative viewpoints in the directions of all proposed project features.[22] Multiple photographs should be provided where project features may be visible in different viewing directions from the same location. b) Provide the following information for each photograph: i. Capture time and date ii. Camera body and lens model iii. Lens focal length and camera height when taken c) Provide GIS data associated with each photograph location that includes coordinates (<1 meter resolution), elevations, and viewing directions, as well as the associated viewpoint.		
5.1.1.8: Visual Resource Management Areas a) Identify any visual resource management areas within and surrounding the project area (approximately 5-mile buffer). b) Describe any project areas within visual resource management areas.		

[22] All representative photographs should be taken using a digital single-lens reflex camera with standard 50-millimeter lens equivalent, which represents an approximately 40-degree horizontal view angle. The precise photograph coordinates and elevations should be collected using a high accuracy GPS unit.

c) Provide a supporting map (or maps) showing project features and visual resource management areas. Provide associated GIS data.		
5.1.2 Regulatory Setting		
5.1.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding aesthetics and visual resource management.		
5.1.3 Impact Questions		
5.1.3.1: Impact Questions. The impact questions include all aesthetic impact questions in the current version of CEQA Guidelines, Appendix G. **5.1.3.2:** Additional CEQA Impact Questions: None.		
5.1.4 Impact Analysis		
5.1.4.1: Visual Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.		
The following information will be included in the PEA or a technical Appendix to support the aesthetic impact analysis:		
5.1.4.2: Analysis of Selected Viewpoints. Identify the methodology and assumptions that were applied in selecting key observation points for visual simulation. It is recommended that viewpoints are selected where viewers may be sensitive to visual change (public views) and in areas that are visually sensitive, or heavily trafficked or visited.[23]		
5.1.4.3: Visual Simulation a) Identify methodology and assumptions for completing the visual simulations. The simulations should include photorealistic 3-D models of project features and any land changes within the KOP view. The visual simulations should depict conditions: i. Immediately following construction, and ii. After vegetation establishment in all areas of temporary impact to illustrate the visual impact from vegetation removal. b) Provide high resolution images for the visual simulations.		
5.1.4.4: Analysis of Visual Change a) Identify the methodology and assumptions for completing the visual change analysis.[24] The methodology should be consistent with applicable visual resource management criteria. b) Provide a description of the visual change for each selected viewpoint. Describe any conditions that would change over time, such as vegetation growth.		

[23] The KOP selection process should be discussed with CPUC during Pre-filing
[24] The visual impact assessment methodology should be discussed with CPUC during Pre-filing

c) Describe the effects of visual change that would result in the entire project area, as indicated by the selected viewpoints that were simulated and analyzed.		
5.1.4.5: Lighting and Marking. Identify all new sources of permanent lighting. Identify any proposed structures or lines that could require FAA notification. Identify any structures or line segments that could require lighting and marking based on flight patterns and FAA or military requirements. Provide supporting documentation in an Appendix (e.g., FAA notice and criteria tool results).		
5.1.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.2 Agriculture and Forestry Resources

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.2.1 Environmental Setting		
5.2.1.1: Agricultural Resources and GIS a) Identify all agricultural resources that occur within the project area including: i. Areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance ii. Areas under Williamson Act contracts and provide information on the status of the Williamson Act contract iii. Any areas zoned for agricultural use in local plans iv. Areas subject to active agricultural use b) Provide GIS data for agricultural resources within the proposed project area.		
5.2.1.2: Forestry Resources and GIS a) Identify all forestry resources within the project area including: i. Forest land as defined in Public Resources Code 12220(g)25 ii. Timberland as defined in Public Resource Code section 4526 iii. Timberland zoned Timberland Production as defined in Government Code section 51104(g) b) Provide GIS data for all forestry resources within the proposed project area.		
5.2.2 Regulatory Setting		
5.2.2: Agriculture and Forestry Regulations. Identify all federal, state, and local policies for protection of agricultural and forestry resources that apply to the proposed project.		

[25] Forest land is defined in Public Resources Code as, "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

5.2.3 Impact Questions		
5.2.3.1: Agriculture and Forestry Impact Questions. The impact questions include all agriculture and forestry impact questions in the current version of CEQA Guidelines, Appendix G. **5.2.3.2:** Additional CEQA Impact Questions: None.		
5.2.4 Impact Analyses		
5.2.4.1: Agriculture and Forestry Impacts. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.		
Incorporate the following discussions into the analysis of impacts:		
5.2.4.2: Prime Farmland Soil Impacts. Calculate the acreage of Prime Farmland soils that would be affected by construction and operation and maintenance.		
5.2.4.3. Williamson Act Impacts. Describe the approach to resolve potential conflicts with Williamson Act contract (if applicable)		
5.2.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.3 Air Quality

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.3.1 Environmental Setting		
5.3.1.1: Air Quality Plans Identify and describe all applicable air quality plans and attainment areas. Identify the air basin(s) for the project area. If the project is located in more than one attainment area and/or air basin, provide the extent in each attainment area and air basin.		
5.3.1.2: Air Quality. Describe existing air quality in the project area. a) Identify existing air quality exceedance of National Ambient Air Quality Standards and California Ambient Air Quality Standards in the air basin. b) Provide the number of days that air quality in the area exceeds state and federal air standards for each criteria pollutant that where air quality standards are exceeded. c) Provide air quality data from the nearest representative air monitoring station(s).		
5.3.1.3: Sensitive Receptor Locations. Identify the location and types of each sensitive receptor locations[26] within 1,000 feet of the project area. Provide GIS data for sensitive receptor locations.		

[26] Sensitive Receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district board or California Air Resources Board may determine (California Health and Safety Code § 42705.5(a)(5)).

5.3.2 Regulatory Setting		
5.3.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding aesthetics and visual resource management.		
5.3.2.2: Air Permits. Identify and list all necessary air permits.		
5.3.3 Impact Questions		
5.3.3.1: Impact Questions. The impact questions include all air quality impact questions in the current version of CEQA Guidelines, Appendix G. **5.3.3.2:** Additional CEQA Impact Questions: None.		
5.3.4 Impact Analysis		
5.3.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.		
The following information will be presented in the PEA or a technical Appendix to support the air quality impact analysis:		
5.3.4.2: Air Quality Emissions Modeling. Model project emissions using the most recent version of CalEEMod and/or a current version of other applicable modeling program. Provide all model input and output data sheets in Microsoft Excel format to allow CPUC to evaluate whether project data was entered into the modeling program accurately. The assumptions used in the air quality modeling must be consistent with all PEA information about the project's schedule, workforce, and equipment. The following information will be addressed in the emissions modeling, Air Quality Appendix, and PEA: a) Quantify the expected emissions of criteria pollutants from all project-related sources. Quantify emissions for both construction and operation (e.g., compressor equipment). b) Identify manufacturer's specifications for all proposed new emission sources. For proposed new, additional, or modified compressor units, include the horsepower, type, and energy source. c) Describe any emission control systems that are included in the air quality analysis (e.g., installation of filters, use of EPA Tier II, III, or IV equipment, use of electric engines, etc.). d) When multiple air basins may be affected by the project, model air emissions within each air basin and provide a narrative (supported by calculations) that clearly describes the assumptions around the project activities considered for each air basin. Provide modeled emissions by attainment area or air basin (supported by calculations).		

5.3.4.3: Air Quality Emissions Summary. Provide a table summarizing the air quality emissions for the project and applicable thresholds for each applicable attainment area. Include a summary of uncontrolled emissions (prior to application of any APMs) and controlled emissions (after application of APMs). Clearly identify the assumptions that were applied in the controlled emissions estimates.		
5.3.4.4: Health Risk Assessment. Complete a Health Risk Assessment when air quality emissions have the potential to lead to human health impacts[27]. If health impacts are not anticipated from project emissions, the analysis should clearly describe why emissions would not lead to health impacts.		
5.3.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.4 Biological Resources

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
5.4.1 Environmental Setting		
5.4.1.1: Biological Resources Technical Report. Provide a Biological Resources Technical Report as an Appendix to the PEA that includes all information specified in Attachment 2.		
The following biological resources information will be presented in the PEA:		
5.4.1.2: Survey Area (Local Setting). Identify and describe the biological resources survey area as documented in the Biological Resources Technical Report. All temporary and permanent project areas must be within the survey area.		
5.4.1.3: Vegetation Communities and Land Cover a) Identify, describe, and quantify vegetation communities and land cover types within the biological resources survey area. b) Clearly identify any sensitive natural vegetation communities that meet the definition of a biological resource under CEQA (i.e., rare, designated, or otherwise protected), such as, but not limited to, riparian habitat. c) Provide a supporting map (or maps) showing project features and vegetation communities and land cover type.		

[27] Refer to Office of Environmental Health Hazard Assessment (OEHHA) most recent guidance for preparation of Health Risk Assessments to determine whether a Health Risk Assessment is required for the project. The need for an HRA should also be discussed with CPUC during Pre-filing.

5.4.1.4: Aquatic Features a) Identify, describe, and quantify aquatic features within the biological resources survey area that may provide potentially suitable aquatic habitat for rare and special-status species. b) Identify and quantify potentially jurisdictional aquatic features and delineated wetlands, according to the Wetland Delineation Report and Biological Resources Technical Report. c) Provide a supporting map (or maps) showing project features and aquatic resources.		
5.4.1.5: Habitat Assessment. Identify rare and special-status species with potential to occur in the project region (approximately a 5-mile buffer but may be larger if necessary). For each species, provide the following information: a) Common and scientific name b) Status and/or rank c) Habitat characteristics (i.e., vegetation communities, elevations, seasonal changes, etc.) d) Blooming characteristics for plants e) Breeding and other dispersal (range) behavior for wildlife f) Potential to occur within the survey area (i.e., Present, High Potential, Moderate Potential, Low Potential, or Not Expected), with justification based on the results of the records search, survey findings, and presence of potentially suitable habitat g) Specific types and locations of potentially suitable habitat that correspond to the vegetation communities and land cover and aquatic features		
5.4.1.6: Critical Habitat a) Identify and describe any critical habitat for rare or special-status species within and surrounding the project area (approximately a 5-mile buffer). b) Provide a supporting map (or maps) showing project features and critical habitat.		
5.4.1.7: Native Wildlife Corridors and Nursery Sites a) Identify and describe regional and local wildlife corridors within and surrounding the project area (approximately a 5-mile buffer), including but not limited to, landscape and aquatic features that connect suitable habitat in regions otherwise fragmented by terrain, changes in vegetation, or human development. b) Identify and describe regional and local native wildlife nursery sites within and surrounding the project area (approximately a 5-mile buffer), as identified through the records search, surveys, and habitat assessment.		

c) Provide a supporting map (or maps) showing project features, native wildlife corridors, and native nursery sites.		
5.4.1.8: Biological Resource Management Areas a) Identify any biological resource management areas (i.e., conservation or mitigation areas, HCP or NCCP boundaries, etc.) within and surrounding the project area (approximately 5-mile buffer). b) Identify and quantify any project areas within biological resource management areas. c) Provide a supporting map (or maps) showing project features and biological resource management areas.		
5.4.2 Regulatory Setting		
5.4.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding biological resources.		
5.4.2.2: Habitat Conservation Plan. Provide a copy of any relevant Habitat Conservation Plan.		
5.4.3 Impact Questions		
5.4.3.1: Impact Questions. The impact questions include all biological resource impact questions in the current version of CEQA Guidelines, Appendix G. **5.4.3.2:** Additional CEQA Impact Question: Would the project create a substantial collision or electrocution risk for birds or bats?		
5.4.4 Impact Analysis		
5.4.4.1: Impact Analysis Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for Biological Resources and any additional impact questions listed above.		
The following information will be included in the impact analysis:		
5.4.4.2: Quantify Habitat Impacts. Provide the area of impact in acres by each habitat type. Quantify temporary and permanent impacts. For all temporary impacts provide the following: a) Description of the restoration and revegetation approach b) Vegetation species that would be planted within the area of temporary disturbance c) Procedures to reduce invasive weed encroachment within areas of temporary disturbance d) Expected timeframe for restoration of the site		
5.4.4.3: Special-Status Species Impacts. Identify anticipated impacts on special-status species. Identify any take permits that are anticipated for the project. If an existing habitat conservation plan (HCP) or natural communities conservation plan (NCCP) would be used for the project, provide current accounting of take coverage included in the HCP/NCCP		

to demonstrate that there is sufficient habitat coverage remaining under the existing permit.		
5.4.4.4: Wetland Impacts. Quantify the area (in acres) of temporary and permanent impacts on wetlands. Include the following details: a) Provide a table identifying all wetlands, by milepost and length, crossed by the project and the total acreage of each wetland type that would be affected by construction. b) Discuss construction and restoration methods proposed for crossing wetlands. c) If wetlands would be filled or permanently lost, describe proposed measures to compensate for permanent wetland losses. d) If forested wetlands would be affected, describe proposed measures to restore forested wetlands following construction.		
5.4.4.5: Avian Impacts. Describe avian obstructions and risk of electrocution from the project. Describe any standards that will be implemented as part of the project to reduce the risk of collision and electrocution.		
5.4.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.5 Cultural Resources[28]

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.5.1 Environmental Setting		
5.5.1.1: Cultural Resource Reports. Provide a cultural resource inventory and evaluation report that addresses the technical requirement provided in Attachment 3.		
5.5.1.2: Cultural Resources Summary. Summarize cultural resource survey and inventory results and survey methods. Do not provide any confidential cultural resource information within the PEA chapter.		
5.5.1.3: Cultural Resource Survey Boundaries. Provide a map with mileposts showing the boundaries of all survey areas in the report. Provide the GIS data for the survey area. Provide confidential GIS data for the resource locations and boundaries separately under confidential cover.		
5.5.2 Regulatory Setting		
5.5.2.1: Regulatory Setting. Identify applicable federal and state regulations for protection of cultural resources.		

[28] For a description and evaluation of cultural resources specific to Tribes, see Section 5.18, Tribal Cultural Resources.

5.5.3 Impact Questions		
5.5.3.1: Impact Questions. The impact questions include all cultural resource impact questions in the current version of CEQA Guidelines, Appendix G. **5.5.3.2:** Additional CEQA Impact Questions: None.		
5.5.4 Impact Analysis		
5.5.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis		
5.5.4.2: Human Remains. Describe the potential for encountering human remains or grave goods during the trenching or any other phase of construction. Describe the procedures that would be used if human remains are encountered.		
5.5.4.3: Resource Avoidance. Describe avoidance procedures that would be implemented to avoid known resources.		
5.5.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.6 Energy

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.6.1 Environmental Setting		
5.6.1.1: Existing Energy Use. Identify energy use of existing infrastructure if the proposed project would replace or upgrade an existing facility.		
5.6.2 Regulatory Setting		
5.6.2.1: Regulatory Setting. Identify applicable federal, state, or local regulations or policies applicable to energy use for the proposed project.		
5.6.3 Impact Questions		
5.6.3.1: Impact Questions: The impact questions include all energy impact questions in the current version of CEQA Guidelines, Appendix G. **5.6.3.2:** Additional CEQA Impact Question: Would the project add capacity for the purpose of serving a non-renewable energy resource?		

5.6.4 Impact Analysis		
5.6.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.6.4.2: Nonrenewable Energy. Identify renewable and non-renewable energy projects that may interconnected to or be supplied by the proposed project.		
5.6.4.3: Fuels and Energy Use a) Provide an estimation of the amount of fuels (gasoline, diesel, helicopter fuel, etc.) that would be used during construction and operation and maintenance of the project. Fuel estimates should be consistent with Air Quality calculations supporting the PEA. b) Provide the following information on energy use: i. Total energy requirements of the project by fuel type and end use ii. Energy conservation equipment and design features iii. Identification of energy supplies that would serve the project		
5.6.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.7 Geology, Soils, and Paleontological Resources

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.7.1 Environmental Setting		
5.7.1.1: Regional and Local Geologic Setting. Briefly describe the regional and local physiography, topography, and geologic setting in the project area.		
5.7.1.2: Seismic Hazards a) Provide the following information on potential seismic hazards in the project area: i. Identify and describe regional and local seismic risk including any active faults within and surrounding the project area (will be a 10-mile buffer unless otherwise instructed in writing by CEQA Unit Staff during Pre-filing) ii. Identify any areas that are prone to seismic-induced landslides iii. Provide the liquefaction potential for the project area b) Provide a supporting map (or maps) showing project features and major faults, areas of landslide risk, and areas at high risk of liquefaction. Provide GIS data for all faults, landslides, and areas of high liquefaction potential.		

5.7.1.3: Geologic Units. Identify and describe the types of geologic units in the project area. Include the following information for each geologic unit: a) Summarize the geologic units within the project area. b) Identify any previous landslides in the area and any areas that are at risk of landslide. c) Identify any unstable geologic units. d) Provide a supporting map (or maps) showing project features and geologic units. Clearly identify any areas with potentially hazardous geologic conditions. Provide associated GIS data.		
5.7.1.4: Soils. Identify and describe the types of soils in the project area. a) Summarize the soils within the project area. b) Clearly identify any soils types that could be unstable (e.g., at risk of lateral spreading, subsidence, liquefaction, or collapse). c) Provide information on erosion susceptibility for each soil type that occurs in the project area. d) Provide a supporting map (or maps) showing project features and soils. Provide associated GIS data.		
5.7.1.5: Paleontological Report. Provide a paleontological report that includes the following: a) Information on any documented fossil collection localities within the project area and a 500-foot buffer. b) A paleontological resource sensitivity analysis based on published geological mapping and the resource sensitivity of each rock type. c) Supporting maps and GIS data.		
5.7.2 Regulatory Setting		
5.7.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding geology, soils, and paleontological resources.		
5.7.3 Impact Questions		
5.7.3.1: Impact Questions. The impact questions include all geology, soils, and paleontological resource impact questions in the current version of CEQA Guidelines, Appendix G. **5.7.3.2:** Additional CEQA Impact Questions: None.		
5.7.4 Impact Analysis		
5.7.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		

5.7.4.2: Geotechnical Requirements. Identify any geotechnical requirements that would be implemented to address effects from unstable geologic units or soils. Describe how the recommendation would be applied (i.e., when and where).		
5.7.4.3: Paleontological Resources. Identify the potential to disturb paleontological resources based on the depth of proposed excavation and paleontological sensitivity of geologic units within the project area.		
5.7.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.8 Greenhouse Gas Emissions

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
5.8.1 Environmental Setting		
5.8.1.1: GHG Setting. Provide a description of the setting for greenhouse gases (GHGs). The setting should consider any GHG emissions from existing infrastructure that would be upgraded or replaced by the proposed project.		
5.8.2 Regulatory Setting		
5.8.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for greenhouse gases.		
5.8.3 Impact Questions		
5.8.3.1 Impact Questions. The impact questions include all greenhouse gas impact questions in the current version of CEQA Guidelines, Appendix G. **5.8.3.2:** Additional CEQA Impact Questions: None.		
5.8.4 Impact Analysis		
5.8.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.8.4.2: GHG Emissions. Provide a quantitative assessment of GHG emissions for construction and operation and maintenance of the proposed project. Provide model results and all model files. Modeling will be conducted using the latest version of the emissions model at the time of application filing (e.g., most recent version of CalEEMod). GHG emissions will be provided for the following conditions: a) Uncontrolled emissions (before APMs are applied) b) Controlled emissions considering application of APMs i. Based on the modeled GHG emissions, quantify the project's contribution to and analyze the project's effect on		

climate change. Identify and provide justification for the timeframe considered in the analysis. ii. Discuss any programs already in place to reduce GHG emissions on a system-wide level. This includes the Applicant's voluntary compliance with the EPA SF6 reduction program, reductions from energy efficiency, demand response, LTPP, etc. iii. For any significant impacts, identify potential strategies that could be employed by the project to reduce GHGs during construction or operation and maintenance consistent with OPR Advisory on CEQA and Climate Change.		
Natural Gas Storage		
5.8.4.3: Natural Gas Storage Accident Conditions. In addition to the requirements above, identify the potential GHG emissions that could result in the event of a gas leak.		
5.8.4.4: Monitoring and Contingency Plan. Provide a comprehensive monitoring plan that would be implemented during project operation to monitor for gas leaks. The plan should identify a monitoring schedule, description of monitoring activities, and actions to be implemented if gas leaks are observed.		
5.8.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.9 Hazards, Hazardous Materials, and Public Safety[29]

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.9.1 Environmental Setting		
5.9.1.1: Hazardous Materials Report. Provide a Phase I Environmental Site Assessment or similar hazards report for the proposed project area. Describe any known hazardous materials locations within the project area and the status of the site.		
5.9.1.2: Airport Land Use Plan. Identify any airport land use plan(s) within the project area.		
5.9.1.3: Fire Hazard. Identify if the project occurs within federal, state, or local fire responsibility areas and identify the fire hazard severity rating for all project areas, including temporary work areas and access roads.		
5.9.1.4: Metallic Objects. For electrical projects, identify any metallic pipelines or cables within 25 feet of the project.		

[29] For fire risk specific to state responsibility areas or lands classified as very high fire hazard severity zones, see Section 5.20, Wildfire.

5.9.1.5: Pipeline History (for Natural Gas Projects). Provide a narrative describing the history of the pipeline system(s) to which the project would connect, list of previous owner and operators, and detailed summary of the pipeline systems' safety and inspection history.		
5.9.2 Regulatory Setting		
5.9.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for hazards, hazardous materials, and public safety.		
5.9.2.2: Touch Thresholds. Identify applicable standards for protection of workers and the public from shock hazards.		
5.9.3 Impact Questions		
5.9.3.1: Impact Questions. The impact questions include all hazards and hazardous materials impact questions in the current version of CEQA Guidelines, Appendix G. **5.9.3.2:** Additional CEQA Impact Questions: a) Would the project create a significant hazard to air traffic from the installation of new power lines and structures? b) Would the project create a significant hazard to the public or environment through the transport of heavy materials using helicopters? c) Would the project expose people to a significant risk of injury or death involving unexploded ordnance? d) Would the project expose workers or the public to excessive shock hazards?		
5.9.4 Impact Analysis		
5.9.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.9.4.2: Hazardous Materials. Identify the hazardous materials (i.e., chemicals, solvents, lubricants, and fuels) that would be used during construction and operation of the project. Estimate the quantity of each hazardous material that would be stored on site during construction and operation.		
5.9.4.3: Air Traffic Hazards. If the project involves construction of above-ground structures (including structure replacement) within the airport land use plan area, provide a discussion of how the project would or would not conflict with height restrictions identified in the airport land use plan and how the project would comply with any FAA or military requirements for the above ground facilities.		
5.9.4.4: Accident or Upset Conditions. Describe how the project facilities would be designed, constructed, operated, and maintained to		

minimize potential hazard to the public from the failure of project components as a result of accidents or natural catastrophes.		
5.9.4.5: Shock Hazard. For electricity projects, identify infrastructure that may be susceptible to induced current from the proposed project. Describe strategies (e.g., cathodic protection) that the project would employ to reduce shock hazards and avoid electrocution of workers or the public.		
For Natural Gas and Gas Storage:		
5.9.4.6: Health and Safety Plan. Include in the Health and Safety Plan, plans for addressing gas leaks, fires, etc. Identify sensitive receptors, methods of evacuation, and protection measures. The Plan will be provided as an Appendix to the PEA.		
5.9.4.7: Health Risk Assessment. Provide a Health Risk Assessment including risk from potential gas leaks, fires, etc. Identify sensitive receptors that would be affected and potential impacts on them if there is a gas release.[30]		
5.9.4.8: Gas Migration. Describe potential for and effects of gas migration through natural and manmade pathways. a) Provide Applicant Proposed Measures for avoiding gas emissions at the surface from gas migration pathways. b) Provide Applicant Proposed Measures for avoiding emissions of mercaptan and/or other odorizing agents.		
5.9.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.10 Hydrology and Water Quality

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.10.1 Environmental Setting		
5.10.1.1: Waterbodies. Identify by milepost all ephemeral, intermittent, and perennial surface waterbodies crossed by the project. For each, list its water quality classification, if applicable.		
5.10.1.2: Water Quality. Identify any downstream waters that are on the state 303(d) list and identify whether a total maximum daily load (TMDL) has been adopted or the date for adoption of a TMDL. Identify existing sources of impairment for downstream waters. Describe any management plans that are in place for downstream waters.		
5.10.1.3: Groundwater Basin. Identify all known EPA and state groundwater basins and aquifers crossed by the project.		

[30] Refer to the requirements for Health Risk Assessments in Section 5.3.4.4.

5.10.1.4: Groundwater Wells and Springs. Identify the locations of all known public and private groundwater supply wells and springs within 150 feet of the project area.		
5.10.1.5: Groundwater Management. Identify the groundwater management status of any groundwater resources in the project area and any groundwater resources that may be used by the project. Describe if groundwater resources in the basin have been adjudicated. Identify any sustainable groundwater management plan that has been adopted for groundwater resources in the project area or describe the status of groundwater management planning in the area.		
5.10.2 Regulatory Setting		
5.10.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding hydrologic and water quality.		
5.10.3 Impact Questions		
5.10.3.1: Impact Questions. The impact questions include all hydrology and water quality impact questions in the current version of CEQA Guidelines, Appendix G. **5.10.3.2:** Additional CEQA Impact Questions: None.		
5.10.4 Impact Analysis		
5.10.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in the current version of CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.10.4.2: Hydrostatic Testing. Identify all potential sources of hydrostatic test water, quantity of water required, withdrawal methods, treatment of discharge, and any waste products generated.		
5.10.4.3: Water Quality Impacts. Describe impacts to surface water quality, including the potential for accelerated soil erosion, downstream sedimentation, and reduced surface water quality.		
5.10.4.4: Impermeable Surfaces. Describe increased run-off and impacts on groundwater recharge due to construction of impermeable surfaces. Provide the acreage of new impermeable surfaces that will be created as a result of the project.		
5.10.4.5: Waterbody Crossings. Identify by milepost all waterbody crossings. Provide the following information for crossing: a) Identify whether the waterbody has contaminated waters or sediments. b) Describe the waterbody crossing method and any approaches to avoid the waterbody. c) Describe typical additional work area and staging area requirements at waterbody and wetland crossings.		

d) Describe any dewatering or water diversion that will be required during construction near the waterbody. Identify treatment methods for any dewatering. e) Describe any proposed restoration methods for work near or within the waterbody.		
5.10.4.6: Groundwater Impacts. If water would be obtained from groundwater supplies, evaluate the project's consistency with any applicable sustainable groundwater management plan.		
5.10.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.11 Land Use and Planning

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
5.11.1 Environmental Setting		
5.11.1.1: Land Use. Provide a description of land uses within the area traversed by the project route as designated in the local General Plan (e.g., residential, commercial, agricultural, open space, etc.).		
5.11.1.2: Special Land Uses. Identify by milepost and segment all special land uses within the project area including: a) All land administered by federal, state, or local agencies, or private conservation organizations b) Any designated coastal zone management areas c) Any designated or proposed candidate National or State Wild and Scenic Rivers crossed by the project d) Any national landmarks		
5.11.1.3: Habitat Conservation Plan. Provide a copy of any Habitat Conservation Plan applicable to the project area or proposed project. Also required for Section 5.4, Biological Resources.		
5.11.2 Regulatory Setting		
5.11.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for land use and planning.		
5.11.3 Impact Questions		
5.11.3.1: Impact Questions. The impact questions include all land use questions in the current version of CEQA Guidelines, Appendix G. **5.11.3.2:** Additional CEQA Impact Questions: None.		
5.11.4 Impact Analysis		
5.11.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		

5.11.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.12 Mineral Resources

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
5.12.1 Environmental Setting		
5.12.1.1: Mineral Resources. Provide information on the following mineral resources within 0.5 mile of the proposed project area: a) Known mineral resources b) Active mining claims c) Active mines d) Resource recovery sites		
5.12.2 Regulatory Setting		
5.12.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for minerals.		
5.12.3 Impact Questions		
5.12.3.1: Impact Questions. The impact questions include all mineral resource impact questions in the current version of CEQA Guidelines, Appendix G. **5.12.3.2:** Additional CEQA Impact Questions: None.		
5.12.4 Impact Analysis		
5.12.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
5.12.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.13 Noise

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
5.13.1 Environmental Setting		
5.13.1.1: Noise Sensitive Land Uses. Identify all noise sensitive land uses within 1,000 feet of the proposed project. Provide GIS data for sensitive receptors within 1,000 feet of the project.		
5.13.1.2: Noise Setting. Provide the existing noise levels (Lmax, Lmin, Leq, and Ldn sound level and other applicable noise parameters) at noise sensitive areas near the proposed project. All noise measurement data and the methodology for collecting the data will be provided in a noise study as an Appendix to the PEA.		

5.13.2 Regulatory Setting		
5.13.2.1: Regulatory Setting. Identify applicable state, and local laws, policies, and standards for noise.		
5.13.3 Impact Questions		
5.13.3.1 Impact Questions. The impact questions include all noise questions in the current version of CEQA Guidelines, Appendix G. **5.13.3.2:** Additional CEQA Impact Questions: None.		
5.13.4 Impact Analysis		
5.13.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.13.4.2: Noise Levels a) Identify noise levels for each piece of equipment that could be used during construction. b) Provide a table that identifies each phase of construction, the equipment used in each construction phase, and the length of each phase at any single location (see example in Table 7 below). c) Estimate cumulative equipment noise levels for each phase of construction. d) Include phases of operation if noise levels during operation have the potential to frequently exceed pre-project existing conditions. e) Identify manufacturer's specifications for equipment and describe approaches to reduce impacts from noise.		

Table 7. Construction Noise Levels

Equipment Required	Equipment Noise Levels (Leq; 50 feet)	Phase Noise Level (Leq; 50 feet)	Phase Duration at Each Location	Receptor Nearest to Construction Phase	Noise Level at Nearest Receptor (Leq)	Exceeds Noise Standard at Nearest Receptor?	Distance to Not Exceed Standard
Site Preparation/Grading							
Dozer	78 dBA	82 dBA	5 days	Residence on Main Street; 100 feet from Substation Site	76 dBA	Yes	112 feet
Gradall	79 dBA						
Dump Truck	73 dBA						
Construct Tower Foundation							
Auger Rig	77 dBA	82 dBA	11 days	School on Education Avenue; 130 feet from Tower A12	73 dBA	No	N/A
Dump Truck	73 dBA						
Excavator	77 dBA						
Concrete Truck	75 dBA						

For Natural Gas:		
5.13.4.3: Compressor Station Noise. Provide site plans of compressor stations or other noisy, permanent equipment, showing the location of the nearest noise sensitive areas within 1 mile of the proposed ROW. If new compressor station sites are proposed, measure or estimate the existing ambient sound environment based on current land uses and		

activities. For existing compressor stations (operated at full load), include the results of a sound level survey at the site property line and nearby noise-sensitive areas. Include a plot plan that identifies the locations and duration of noise measurements.		
5.13.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.14 Population and Housing

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
5.14.1 Environmental Setting		
5.14.1.1: Population Estimates. Identify population trends for the areas (county, city, town, census designated place) where the project would take place.		
5.14.1.2: Housing Estimates. Identify housing estimates and projections in areas where the project would take place.		
5.14.1.3: Approved Housing Developments a) Provide the following information for all housing development projects within 1 mile of the proposed project that have been recently approved or may be approved around the PEA and application filing date: i. Project name ii. Location iii. Number of units and estimated population increase iv. Approval date and construction status v. Contact information for developer (provided in the public outreach Appendix) b) Ensure that the project information provided above is consistent with the PEA analysis of cumulative project impacts.		
5.14.2 Regulatory Setting		
5.14.2.1: Regulatory Setting. Identify any applicable federal, state or local laws or regulations that apply to the project.		
5.14.3 Impact Questions		
5.14.3.1: Impact Questions. The impact questions include all population and housing impact questions in the current version of CEQA Guidelines, Appendix G. **5.14.3.2:** Additional CEQA Impact Questions: None.		
5.14.4 Impact Analysis		
5.14.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		

Include the following information in the impact analysis:		
5.14.4.2: Impacts to Housing. Identify if any existing or proposed homes occur within the footprint of any proposed project elements or right-of-way. Describe housing impacts (e.g., demolition and relocation of residents) that may occur as a result of the proposed project.		
5.14.4.3: Workforce Impacts. Describe on-site manpower requirements, including the number of construction personnel who currently reside within the impact area, who would commute daily to the site from outside the impact area or would relocate temporarily within the impact area. Chapter 4 of this document can be referenced as applicable. Identify any permanent employment opportunities that would be create by the project and the workforce conditions in the area that the jobs would be created.		
5.14.4.4: Population Growth Inducing. Provide information on the project's growth inducing impacts, if any. The information will include, but is not necessarily limited to, the following: a) Any economic or population growth in the surrounding environment that will directly or indirectly result from the project b) Any obstacles to population growth that the project would remove c) Any other activities directly or indirectly encouraged or facilitated by the project that would cause population growth leading to a significant effect on the environment, either individually or cumulatively		
5.14.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.15 Public Services

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
5.15.1 Environmental Setting		
5.15.1.1 Service Providers a) Identify the following service providers that serve the project area and provide a map showing the service facilities that could serve the project: i. Police ii. Fire (identify service providers within local and state responsibility areas) iii. Schools iv. Parks v. Hospitals		

b) Provide the documented performance objectives and data on existing emergency response times for service providers in the area (e.g., police or fire department response times).		
5.15.2 Regulatory Setting		
5.15.2.1 Regulatory Setting. Identify any applicable federal, state or local laws or regulations for public services that apply to the project.		
5.15.3 Impact Questions		
5.15.3.1: Impact Questions. The impact questions include all public services impact questions in the current version of CEQA Guidelines, Appendix G. **5.15.3.2:** Additional CEQA Impact Questions: None.		
5.15.4 Impact Analysis		
5.15.4.1 Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.15.4.2: Emergency Response Times a) Describe whether the project would impede ingress and egress of emergency vehicles during construction and operation. b) Include an analysis of impacts on emergency response times during project construction and operation, including impacts during any temporary road closures. Describe approaches to address impacts on emergency response times.		
5.15.4.3: Displaced Population. If the project would create permanent employment or displace people, evaluate the impact of the new employment or relocated people on governmental facilities and services and describe plans to reduce the impact on public services.		
5.15.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.16 Recreation

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
5.16.1 Environmental Setting		
5.16.1.1: Recreational Setting a) Describe the regional and local recreation setting in the project area including: i. Any recreational facilities or areas within and surrounding the project area (approximately 0.5-mile buffer) including the recreational uses of each facility or area		

ii. Any available data on use of the recreational facilities including volume of use b) Provide a map (or maps) showing project features and recreational facilities and provide associated GIS data.		
5.16.2 Regulatory Setting		
5.16.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding recreation.		
5.16.3 Impact Questions		
5.16.3.1: Impact Questions. The impact questions include all recreation impact questions in the current version of CEQA Guidelines, Appendix G. **5.16.3.2:** Additional CEQA Impact Questions: a) Would the project reduce or prevent access to a designated recreation facility or area? b) Would the project substantially change the character of a recreational area by reducing the scenic, biological, cultural, geologic, or other important characteristics that contribute to the value of recreational facilities or areas? c) Would the project damage recreational trails or facilities?		
5.16.4 Impact Analysis		
5.16.4.1: Impact Analysis: Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
5.16.4.2: Impact Details. Clearly identify the maximum extent of each impact, and when and where the impacts would or would not occur. Organize the impact assessment by project phase, project component, and/or geographic area, as necessary.		
5.16.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.17 Transportation

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.17.1 Environmental Setting		
5.17.1.1: Circulation System. Briefly describe the regional and local circulation system in the project area, including modes of transportation, types of roadways, and other facilities that contribute to the circulation system.		
5.17.1.2: Existing Roadways and Circulation a) Identify and describe existing roadways that may be used to access the project site and transport materials during		

construction or are otherwise adjacent to or crossed by linear project features. Provide the following information for each road: i. Name of the road ii. Jurisdiction or ownership (i.e., State, County, City, private, etc.) iii. Number of lanes in both directions of travel iv. Existing traffic volume (if publicly available data is unavailable or significantly outdated, then it may be necessary to collect existing traffic counts for road segments where large volumes of construction traffic would be routed or where lane or road closures would occur) v. Closest project feature name and distance b) Provide a supporting map (or maps) showing project features and the existing roadway network identifying each road described above. Provide associated GIS data. The GIS data should include all connected road segments within at least 5 miles of the project.		
5.17.1.3: Transit and Rail Services a) Identify and describe transit and rail service providers in the region. b) Identify any rail or transit lines within 1,000 feet of the project area. c) Identify specific transit stops, and stations within 0.5 mile of the project. Provide the frequency of transit service. d) Provide a supporting map (or maps) showing project features and transit and rail services within 0.5 mile of the project area. Provide associated GIS data.		
5.17.1.4: Bicycle Facilities a) Identify and describe any bicycle plans for the region. b) Identify specific bicycle facilities within 1,000 feet of the project area. c) Provide a supporting map (or maps) showing project features and bicycle facilities. Provide associated GIS data.		
5.17.1.5: Pedestrian Facilities a) Identify and describe important pedestrian facilities near the project area that contribute to the circulation system, such as important walkways. b) Identify specific pedestrian facilities that would be near the project, including on the road segments identified per 5.17.1.2. c) Provide a supporting map (or maps) showing project features and important pedestrian facilities. Provide associated GIS data.		

5.17.1.6: Vehicle Miles Traveled (VMT). Provide the average VMT for the county(s) where the project is located.		
5.17.2 Regulatory Setting		
5.17.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding transportation.		
5.17.3 Impact Questions		
5.17.3.1: Impact Questions. All impact questions for this resource area in the current version of CEQA Guidelines, Appendix G. **5.17.3.2:** Additional CEQA Impact Questions: a) Would the project create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations? b) Would the project interfere with walking or bicycling accessibility? c) Would the project substantially delay public transit?		
5.17.4 Impact Analysis		
5.17.4.1: Impact Analysis. Provide an impact analysis for each significance criteria identified in Appendix G of the CEQA Guidelines for transportation and any additional impact questions listed above[31].		
Include the following information in the impact analysis:		
5.17.4.2: Vehicle Miles Traveled (VMT) a) Identify whether the project is within 0.5 mile of a major transit stop or a high-quality transit corridor. b) Identify the number of vehicle daily trips that would be generated by the project during construction and operation by light duty (e.g., worker vehicles) and heavy-duty vehicles (e.g., trucks). Provide the frequency of trip generation during operation. c) Quantify VMT generation for both project construction and operation. d) Provide an excel file with the VMT assumptions and model calculations, including all formulas and values. e) Evaluate the project VMT relative to the average VMT for the area in which the project is located.		
5.17.4.3: Traffic Impact Analysis. Provide a traffic impact study. The traffic impact study should be prepared in accordance with guidance from the relevant local jurisdiction or Caltrans, where appropriate.		
5.17.4.4: Hazards. Identify any traffic hazards that could result from construction and operation of the project. Identify any lane closures and traffic management that would be required to construct the project.		

[31] Discuss with CPUC during Pre-filing whether a traffic study is needed.

5.17.4.5: Accessibility. Identify any closures of bicycle lanes, pedestrian walkways, or transit stops during construction or operation of the project.		
5.17.4.6: Transit Delay. Identify any transit lines that could be delayed by construction and operation of the project. Provide the maximum extent of the delay in minutes and the duration of the delay.		
5.17.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.18 Tribal Cultural Resources[32]

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
5.18.1 Environmental Setting		
5.18.1.1: Outreach to Tribes. Provide a list of all tribes that are on the Native American Heritage Commission (NAHC) list of tribes that are affiliated with the project area. Provide a discussion of outreach to Native American tribes, including tribes notified, responses received from tribes, and information of potential tribal cultural resources provided by tribes. Any information of potential locations of tribal cultural resources should be submitted in an Appendix under clearly marked confidential cover. Provide copies of all correspondence with tribes in an Appendix.		
5.18.1.2: Tribal Cultural Resources. Describe tribal cultural resources (TCRs) that are within the project area. a) Summarize the results of attempts to identify possible TCRs using publicly available documentary resources. The identification of TCRs using documentary sources should include review of archaeological site records and should begin during the preparation of the records search report (see Attachment 3). During the inventory phase, a formal site record would be prepared for any resource identified unless tribes object. b) Summarize attempts to identify TCRs by speaking directly with tribal representatives.		
5.18.1.3: Ethnographic Study. The ethnographic study should document the history of Native American use of the area and oral history of the area.		
5.18.2 Regulatory Setting		
5.18.2.1: Regulatory Setting. Identify any applicable federal, state or local laws or regulations for tribal cultural resources that apply to the project.		

[32] For a description of historical resources and requirements for cultural resources that are not tribal cultural resources, refer to Section 5.5 Cultural Resources.

5.18.3 Impact Questions		
5.18.3.1: Impact Questions. The impact questions include all tribal cultural resources impact questions in the current version of CEQA Guidelines, Appendix G. **5.18.3.2:** Additional CEQA Impact Questions: None.		
5.18.4 Impact Analysis		
5.18.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.18.4.2: Information Provided by Tribes. Include an analysis of any impacts that were identified by the tribes during the Applicant's outreach.		
5.18.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.19 Utilities and Service Systems

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.19.1 Environmental Setting		
5.19.1.1: Utility Providers. Identify existing utility providers and the associated infrastructure that serves the project area.		
5.19.1.2: Utility Lines. Describe existing utility infrastructure (e.g., water, gas, sewer, electrical, stormwater, telecommunications, etc.) that occurs in the project ROW. Provide GIS data and/or as-built engineering drawings to support the description of existing utilities and their locations.		
5.19.1.3: Approved Utility Projects. Identify utility projects that have been approved for construction within the project ROW but that have not yet been constructed.[33]		
5.19.1.4: Water Supplies. Identify water suppliers and the water source (e.g., aqueduct, well, recycled water, etc.). For each potential water supplier, provide data on the existing water capacity, supply, and demand.		
5.19.1.5: Landfills and Recycling. Identify local landfills that can accept construction waste and may service the project. Provide documentation of landfill capacity and estimated closure date. Identify any recycling centers in the area and opportunities for construction and demolition waste recycling.		

[33] Note that this project information should be consistent with the cumulative project description included in Chapter 7.

5.19.2 Regulatory Setting		
5.19.2.1: Regulatory Setting. Identify any applicable federal, state or local laws or regulations for utilities that apply to the project.		
5.19.3 Impact Questions		
5.19.3.1: Impact Questions. All impact questions for this resource area in the current version of CEQA Guidelines, Appendix G. **5.19.3.2:** Additional CEQA Impact Question: Would the project increase the rate of corrosion of adjacent utility lines as a result of alternating current impacts?		
5.19.4 Impact Analysis		
5.19.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.19.4.2: Utility Relocation. Identify any project conflicts with existing utility lines. If the project may require relocation of existing utilities, identify potential relocation areas and analyze the impacts of relocating the utilities. Provide a map showing the relocated utility lines and GIS data for all relocations.		
5.19.4.3: Waste a) Identify the waste generated by construction, operation, and demolition of the project. b) Describe how treated wood poles would be disposed of after removal, if applicable. c) Provide estimates for the total amount of waste materials to be generated by waste type and how much of it would be disposed of, reused, or recycled.		
5.19.4.4: Water Supply a) Estimate the amount of water required for project construction and operation. Provide the potential water supply source(s). b) Evaluate the ability of the water supplier to meet the project demand under a multiple dry year scenario. c) Provide a discussion as to whether the proposed project meets the criteria for consideration as a project subject to Water Supply Assessment Requirements under Water Code Section 10912. d) If determined to be necessary under Water Code Section 10912, submit a Water Supply Assessment to support conclusions that the proposed water source can meet the project's anticipated water demand, even in multiple dry year scenarios. Water Supply Assessments should be approved by		

the water supplier and consider normal, single-dry, and multiple-dry year conditions.		
5.19.4.5: Cathodic Protection. Analyze the potential for existing utilities to experience corrosion due to proximity to the proposed project. Identify cathodic protection measures that could be implemented to reduce corrosion issues and where the measures may be applied.		
5.19.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.20 Wildfire

This section will include, but is not limited to, the following:	**PEA Section and Page Number**	**Applicant Notes, Comments**
5.20.1 Environmental Setting		
5.20.1.1: High Fire Risk Areas and State Responsibility Areas a) Identify areas of high fire risk or State Responsibility Areas (SRAs) within the project area. Provide GIS data for the Wildland Urban Interface (WUI) and Fire Hazard Severity Zones (FHSZ) mapping along the project alignment. Include areas mapped by CPUC as moderate and high fire threat districts as well as areas mapped by CalFire. b) Identify any areas the utility has independently identified as High FHSZ known to occur within the proposed project vicinity.		
5.20.1.2: Fire Occurrence. Identify all recent (within the last 10 years) large fires that have occurred within the project vicinity. For each fire, identify the following: a) Name of the fire b) Location of fire c) Ignition source and location of ignition d) Amount of land burned e) Boundary of fire area in GIS		
5.20.1.3: Fire Risk. Provide the following information for assessment of baseline fire risk in the area: a) Provide fuel modeling using Scott Burgan fuel models, or other model of similar quality. b) Provide values of wind direction and speed, relative humidity, and temperature for representative weather stations along the alignment for the previous 10 years, gathered hourly. c) Digital elevation models for the topography in the project region showing the relationship between terrain and wind patterns, as well as localized topography to show the effects of terrain on wind flow, and on a more local area to show effect of slope on fire spread.		

d) Describe vegetation fuels within the project vicinity and provide data in map format for the project vicinity. USDA Fire Effects Information System or similar data source should be consulted to determine high-risk vegetation types. Provide the mapped vegetation fuels data in GIS format.		
5.20.1.4: Values at Risk. Identify values at risk along the proposed alignment. Values at risk may include: Structures, improvements, rare habitat, other values at risk, (including utility-owned infrastructure) within 1000 feet of the project. Provide some indication as to its vulnerability (wood structures vs. all steel features). Communities and/or populations near the project should be identified with their proximity to the project defined.		
5.20.1.5: Evacuation Routes. Identify all evacuation routes that are adjacent to or within the project area. Identify any roads that lack a secondary point of access or exit (e.g., cul-de-sacs).		
5.20.2 Regulatory Setting		
5.20.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for wildfire.		
5.20.2.2: CPUC Standards. Identify any CPUC standards that apply to wildfire management of the new facilities.		
5.20.3 Impact Questions		
5.20.3.1: Impact Questions. All impact questions for this resource area in the current version of CEQA Guidelines, Appendix G. **5.20.3.2:** Additional CEQA Impact Questions: None.		
5.20.4 Impact Analysis		
5.20.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.20.4.2: Fire Behavior Modeling. For any new electrical lines, provide modeling to support the analysis of wildfire risk.		
5.20.4.3: Wildfire Management. Describe approaches that would be implemented during operation and maintenance to manage wildfire risk in the area. Provide a copy of any Wildfire Management Plan.		
5.20.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.21 Mandatory Findings of Significance[34]

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.21.1: Impact Assessment for Mandatory Findings of Significance. Provide an impact analysis for each of the mandatory findings of significance provided in Appendix G of the CEQA Guidelines. The impact analysis can reference relevant information and conclusion from the biological resources, cultural resources, air quality, hazards, and cumulative sections of the PEA, where applicable.		

6 Comparison of Alternatives

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
6.1: Alternatives Comparison a) Compare the ability of each alternative described in Chapter 4 against the proposed project in terms of its ability to avoid or reduce a potentially significant impact. The alternatives addressed in this section will each be: i. Potentially feasible ii. Meet the underlying purpose of the proposed project iii. Meet most of the basic project objectives, and iv. Avoid or reduce one or more potentially significant impacts. b) The relative effect of the various potentially significant impacts may be compared using the following or similar descriptors and an accompanying analysis: i. Short-term versus long-term impacts ii. Localized versus widespread impacts iii. Ability to fully mitigate impacts c) Impacts that the Applicant believes would be less than significant with mitigation may also be included in the analysis, but only if the steps listed above fail to distinguish among the remaining few alternatives.		
6.2: Alternatives Ranking. Provide a detailed table that summarizes the Applicant's comparison results and ranks the alternatives in order of environmental superiority.[35]		

[34] PEAs need only include a Mandatory Findings of Significance section if CPUC CEQA Unit Staff determine that a Mitigated Negative Declaration may be the appropriate type of document to prepare for the project, as determined through Pre-filing consultation. If no such determination has been made, then a Mandatory Findings of Significance section and the requirements below are not required.

[35] If the proposed project does not rank #1 on the list, the Applicant should provide the rationale for selecting the proposed project.

7 Cumulative and Other CEQA Considerations

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
7.1 Cumulative Impacts		
7.1.1: List of Cumulative Projects a) Provide a detailed table listing past, present, and reasonably foreseeable future projects within and surrounding the project area (approximately 2-mile buffer)[36]. The following information should be provided for each project in the table: i. Project name and type ii. Brief description of the project location(s) and associated actions iii. Distance to and name of the nearest project component iv. Project status and anticipated construction schedule v. Source of the project information and date last checked (for each individual project), including links to any public websites where the information was obtained so it can be reviewed and updated (the project information should be current when the PEA is filed) b) Provide a supporting map (or maps) showing project features and cumulative project locations and/or linear features. Provide associated GIS data.		
7.1.2: Geographic Scope. Define the geographic scope of analysis for each resource topic. The geographic scope of analysis for each resource topic should consider the extent to which impacts can be cumulative. For example, the geographic scope for cumulative noise impacts would be more limited in scale than the geographic scope for biological resource impacts because noise attenuates rapidly with distance. Explain why the geographic scope is appropriate for each resource.		
7.1.3: Cumulative Impact Analysis. Provide an analysis of cumulative impacts for each resource topic included in Chapter 5. Evaluate whether the proposed project impacts are cumulatively considerable[37] for any significant cumulative impacts.		
7.2 Growth-Inducing Impacts		
7.2.1: Growth-Inducing Impacts. Provide an evaluation of the following potential growth-inducing impacts:		

[36] Information on cumulative projects may be obtained from federal, state, and local agencies with jurisdiction over planning, transportation, and/or resource management in the area. Other projects the Applicant is involved in or aware of in the area should be included.

[37] "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

a) Would the proposed project foster any economic or population growth, either directly or indirectly, in the surrounding environment? b) Would the proposed project cause any increase in population that could further tax existing community service facilities (i.e., schools, hospitals, fire, police, etc.)? c) Would the proposed project remove any obstacles to population growth? d) Would the proposed project encourage and facilitate other activities that would cause population growth that could significantly affect the environment, either individually or cumulatively?		

8 List of Preparers

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
8.1: List of Preparers. Provide a list of persons, their organizations, and their qualifications for all authors and reviewers of each section of the PEA.		

9 References

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
9.1: Reference List a) Organize all references cited in the PEA by section within a single chapter called "References." b) Within the References chapter, organize all of the Chapter 5 references under subheadings for each resource area section.		
9.2: Electronic References a) Provide complete electronic copies of all references cited in the PEA that cannot be readily obtained for free on the Internet. This includes any company-specific documentation (e.g., standards, policies, and other documents). b) If the reference can be obtained on the Internet, the Internet address will be provided.		

PEA Checklist Attachments

Attachment 1: GIS Data Requirements

This Attachment includes specific requirements and format of GIS data that is intended to be applicable to all PEAs. The specific GIS data requirements may be updated on a project-specific basis during Pre-filing coordination with CPUC's CEQA Unit Staff.

1. GIS data will be provided in an appropriate format (i.e., point, line, polygon, raster) and scale to adequately verify assumptions in the PEA and supporting materials and determine the level of environmental impacts. At a minimum, all GIS data layers will include the following metadata properties:
    a. The source (e.g., report reference), date, title, and preparer (name or company)
    b. Description of the contents and any limitations of the data
    c. Reference scale and accuracy of the data
    d. Complete attributes that correspond to the detailed mapbook, project description, and figures presented in the PEA and/or supporting application materials, including unique IDs, labels, geometry, and other appropriate project details
2. Where precise boundaries of project features may change (e.g., staging areas and temporary construction work areas), the Applicant will provide GIS data layers with representative boundaries to evaluate potential environmental impacts as a worst-case scenario.
3. Provide GIS data for:
    a. All proposed and alternative project facilities including but not limited to existing and proposed/alternative ROWs; substations and switching stations; pole/tower locations; conduit; vaults, pipelines; valves; compressor stations; metering stations; valve stations, gas wellheads; other project buildings, facilities, and components (both temporary and permanent); telecommunication and distribution lines modifications or upgrades related to the project; marker ball and lighting locations; and mileposts, facility perimeters, and other demarcations or segments as applicable
    b. All proposed areas required for construction and construction planning, including all proposed and alternative disturbance areas (both permanent and temporary); access roads; geotechnical work areas; extra work areas (e.g., staging areas, parking areas, lay-down areas, work areas at and around specific pole/tower sites, pull and tension sites, helicopter landing areas); airport landing areas; underground installation areas (e.g. trenches, vaults, underground work areas); horizontal directional drilling, jack and bore, or tunnel areas; blasting areas; and any areas where special construction methods may need to be employed
    c. Within the PEA checklist there are also specific requirements for environmental resources within Chapter 5. All environmental resource GIS data must meet the minimum mapping standards specified in this Attachment.

Attachment 2: Biological Resource Technical Report Standards

Definitions

The following biological resources will be considered within the scope of the PEA and the Biological Resources Technical Report:

Sensitive Vegetation Communities and Habitats

a) Sensitive vegetation communities/habitats identified in local or regional plans, policies, or regulations, or designated by CDFW38 or USFWS
b) Areas that provide habitat for locally unique biotic species/communities (e.g., oak woodlands, grasslands, and forests)
c) Habitat that contains or supports rare, endangered, or threatened wildlife or plant species as defined by CDFW and USFWS
d) Habitat that supports CDFW Species of Special Concern
e) Areas that provide habitat for rare or endangered species and that meet the definition in CEQA Guidelines Section 15380
f) Existing game and wildlife refuges and reserves
g) Lakes, wetlands, estuaries, lagoons, streams, and rivers
h) Riparian corridors

Special-Status Species

a) Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (ESA) (50 CFR § 17.12 [listed plants], 17.11 [listed animals] and various notices in the Federal Register [proposed species])
b) Species that are candidates for possible future listing as threatened or endangered under the federal ESA (61 FR § 40, February 28, 1996)
c) Species listed or proposed for listing by the State of California as threatened or endangered under the California ESA (14 CCR § 670.5)
d) Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code, Section 1900 et seq.)
e) Species that meet the definitions of rare and endangered under CEQA. CEQA Guidelines Section 15380 provides that a plant or animal species may be treated as "rare or endangered" even if not on one of the official lists.
f) Plants considered by the California Native Plant Society (CNPS) to be "rare, threatened or endangered in California" (California Rare Plant Rank 1A, 1B, 2A, and 2B) as well as California Rare Plant Rank 3 and 4 plant species
g) Species designated by CDFW as Fully Protected or as a Species of Special Concern
h) Species protected under the Federal Bald and Golden Eagle Protection Act
i) Birds of Conservation Concern or Watch List species
j) Bats considered by the Western Bat Working Group to be "high" or "medium" priority (Western Bat Working Group 2015)

[38] CDFW's Rarity Ranking follows NatureServe's Heritage Methodology (Faber-Langendoen, et al. 2016) in which communities are given a G (global) and S (state) rank based on their degree of imperilment (as measured by rarity, trends, and threats). Communities with a Rarity Ranking of S1 (critically imperiled), S2 (imperiled), or S3 (vulnerable) are considered sensitive by CDFW.

Biological Resource Technical Report Minimum Requirements

Report Contents

The Biological Resource Technical Report will include the following information at a minimum.

a) **Preliminary Agency Consultation.** Describe any pre-survey contact with agencies. Describe any agency approvals that were required for biologists or agency protocols that were applied to the survey effort. Provide copies of correspondence and meeting notes with the names and contact information for agency staff and the dates of consultation as an appendix to the Biological Resources Technical Report.
b) **Records Search.** Provide the results of all database and literature searches for biological resources within and surrounding the project area. Identify all sources reviewed (e.g., CNDDB, CNPS, USFWS, etc.).
c) **Biological Resource Survey Method.** Identify agency survey requirements and protocols applicable to each biological survey that was conducted. Identify the areas where each survey occurred. Identify any limitations for the surveys (e.g., survey timing or climatic conditions) that could affect the survey results.
d) **Vegetation Communities and Land Cover.** Identify all vegetation communities or land cover types (e.g., disturbed or developed) within the biological survey area. The biological survey area should include a 1,000-foot buffer from project facilities to support CPUC's evaluation of indirect effects.
e) **Aquatic Resources.** Identify any wetlands, streams, lakes, reservoirs, estuarine, or other aquatic resources within the biological survey area. Provide a wetland delineation and all data sheets including National Wetlands Inventory maps (or the appropriate state wetland maps, if National Wetlands Inventory maps are not available) that show all proposed facilities and include milepost locations for proposed pipeline routes. Provide a copy of agency verification of the wetland delineation if the delineation has been verified by the U.S. Army Corps of Engineers or CDFW. If the delineation has not been verified, describe the process and timing for obtaining agency verification.
f) **Habitat Assessments.** Evaluate the potential for suitable habitat in the biological survey area for each species identified in the database and literature search.
g) **Native Wildlife Corridors and Nursery Sites.** Identify any wildlife corridors or nursery sites that occur within the biological survey area.
h) **Survey Results.** Describe all survey results and include a copy of any focused (e.g., rare plant, protocol special-status wildlife) biological resources survey reports.

Mapping and GIS Data

Provide detailed maps (at approximately 1:3,000 scale or similar), and all associated GIS data for the Biological Resources Technical Report and any supporting biological survey reports, including:

a) Biological survey area for each survey that was conducted
b) Vegetation communities and land cover types
c) Aquatic resource delineation
d) Special-status plant locations
e) Special-status wildlife locations
f) Avian point count locations
g) Critical habitat
h) California Coastal Commission or Bay Conservation and Development Commission jurisdictional areas

Attachment 3: Cultural Resource Technical Report Standards

Cultural Resource Inventory Report

Provide a cultural resource inventory report that includes archaeological, unique archaeological, and built-environment resources within all areas that could be affected by the proposed project including areas of indirect effect. The inventory report will include the results of both a literature search and pedestrian survey. The contents will address the requirements in *Archaeological Resource Management Reports: Recommended Contents and Guidelines*. The methodology and results of the inventory should be sufficient to provide the reader with an understanding of the nature, character, and composition of newly discovered and previously identified cultural resources so that the required recommendations about the resource(s) CRHR eligibility are clearly understood. No information regarding the location of the cultural resources will be included in these descriptions. The required Department of Parks and Recreation (DPR) 523 forms, including location information and photographs of the resources, are to be included in a removable confidential appendix to the report.[39]

The inventory report will meet the following requirements:

a) The report should clearly discuss the methods used to identify unique archaeological resources (e.g., how the determination was made about the resources' eligibility).
b) The report should identify large resources such as districts and landscapes where resources indicate their presence, even if federal agencies disagree. It is understood that often only a few contributing elements may be in the project area, and that the boundaries of the large resource may need to be revisited as part of future projects. It is acknowledged that boundaries of districts and landscapes can be difficult to define and there is not always good recorded data on these resources.
c) In the case of archaeological resources, the report should discuss whether each one is also a unique archaeological resource and explain why or why not.
d) Descriptions of resources should include spatial relationships to other nearby resources, raw materials sources, and natural features such as water sources and mountains.
e) The evidence that indicates a particular function or age for a resource should be explicitly described with a clear explanation, not simply asserted.

Cultural Resource Evaluation Report

Provide a cultural resource evaluation report. The report contents required by the state of California are outlined in the *Archaeological Resource Management Reports: Recommended Contents and Guidelines*. The evaluation report should also include:

a) Resource descriptions and evaluations together, and not in separate volumes or report sections. This will facilitate understanding of each resource.
b) An evaluation of each potential or eligible California Register of Historical Resources (CRHR) resource within the public archaeology laboratory (PAL) for all seven aspects of integrity[40] using specific examples for each resource. This evaluation needs to be included in the evaluation

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39 Any aspect of the PEA and associated data that Applicants believe to be confidential will be provided in full but may be marked confidential if allowed pursuant to General Order 66 or latest applicable Commission rule (e.g., see Public Records Act Proceeding R.14-11-001).

40 The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association, as defined in "***Types of Historical Resources and Criteria for Listing in the California Register of Historical Resources***" [14 CCR 4852(c)]).

report for all resources that could be affected by the project even if the resources were not previously evaluated. Previous evaluations should be reviewed to address change over time.

c) An evaluation of each potential or eligible CRHR resource within the PAL under all four criteria using specific examples for each resource. This evaluation needs to be included in the evaluation report for all resources that could be affected by the project even if the resources were not previously evaluated. The cultural resources professional should make their own recommendation regarding eligibility, which does not need to agree with previous recommendations for CRHR or NRHP, as long as it is clearly explained.
d) For **prehistoric archaeological resources**, Criteria 1, 2 and 3[41] should be explicitly considered. Research efforts to search for important events and persons related to the resource must be described. This evaluation needs to be included in the evaluation report for all resources that could be affected by the project even if the resources were not previously evaluated. The cultural resources professional should make their own recommendation, which does not need to agree with previous recommendations for CRHR or NRHP eligibility, as long as it is clearly explained.
e) While **potential unique archaeological resources** could be identified in the records search report or inventory report, the justification for each individual resource to be considered a resource under CEQA should be presented in this report.
f) If surface information collected during survey is sufficient to make an eligibility recommendation, this reasoning should be outlined explicitly for each resource. This is particularly the case for resources that are believed to have buried subsurface components.
g) If archaeological testing or additional historical research was required in order to evaluate a resource, the evaluation report will be explicit about why the work was required, the results for each resource, and the subsequent eligibility recommendation.
h) For large projects with multiple similar resources where the eligibility justifications for similar resources are essentially identical, it is acceptable to discuss these resources as a group. However, eligibility justifications for each individual resource is preferred, so if the grouping strategy is used, the criteria used to group resources must be clearly justified.
i) Large resources such as districts and landscapes may be challenging to fully evaluate in the context of a single project. CPUC encourages the identification and evaluation of these resources with the understanding that often only a few contributing elements may be located within the project area, and that the boundaries of the large resource may need to be revisited as part of future projects. It is understood that a full evaluation of the resource may be beyond the scope of one project. Regardless, the potential for the project to affect any resources within a district or landscape must be defined.

[41] Criteria for Designation on the California Register are as follows (defined in http://ohp.parks.ca.gov/?page_id=21238):

- Criterion 1: Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- Criterion 2: Associated with the lives of persons important to local, California or national history.
- Criterion 3: Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
- Criterion 4: Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Attachment 4: CPUC Draft Environmental Measures

About this Attachment: The following CPUC Draft Environmental Measures are provided for consideration during PEA development. They should be discussed with the CPUC's CEQA Unit Staff during Pre-filing, especially with respect to the development of Applicant Proposed Measures. The CPUC Draft Environmental Measures may form the basis for mitigation measures in the CEQA document if appropriate to the analysis of potentially significant impacts. These and other CPUC Draft Environmental Measures may be formally incorporated into Chapter 5 of future versions of the PEA Checklist.

5.1 Aesthetics

Aesthetics Impact Reduction During Construction

All project sites will be maintained in a clean and orderly state. Construction staging areas will be sited away from public view where possible. Nighttime lighting will be directed away from residential areas and have shields to prevent light spillover effects. Upon completion of project construction, project staging and temporary work areas will be returned to pre-project conditions, including re-grading of the site and re-vegetation or re-paving of disturbed areas to match pre-existing contours and conditions.

5.3 Air Quality

Dust Control During Construction

The Applicant shall implement measures to control fugitive dust in compliance with all local air district(s) standards. Dust control measures shall include the following at a minimum:

- All exposed surfaces with the potential of dust-generating shall be watered or covered with coarse rock to reduce the potential for airborne dust from leaving the site.
- The simultaneous occurrence of more than two ground disturbing construction phases on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
- Cover all haul trucks entering/leaving the site and trim their loads as necessary.
- Use wet power vacuum street sweepers to sweep all paved access road, parking areas, staging areas, and public roads adjacent to project sites on a daily basis (at minimum) during construction. The use of dry power sweeping is prohibited.
- All trucks and equipment, including their tires, shall be washed off prior to leaving project sites.
- Apply gravel or non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at project sites.
- Water and/or cover soil stockpiles daily.
- Vegetative ground cover shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- All vehicle speeds shall be limited to fifteen (15) miles per hour or less on unpaved areas.
- Implement dust monitoring in compliance with the standards of the local air district.
- Halt construction during any periods when wind speeds are in excess of 50 mph.

5.5 Cultural Resources

Human Remains (Construction and Maintenance)

Avoidance and protection of inadvertent discoveries that contain human remains shall be the preferred protection strategy with complete avoidance of such resources ensured by redesigning the project. If human remains are discovered during construction or maintenance activities, all work shall be diverted from the area of the discovery, and the CPUC shall be informed immediately. The Applicant shall contact the County Coroner to determine whether or not the remains are Native American. If the remains are determined to be Native American, the Coroner will contact the Native American Heritage Commission (NAHC). The NAHC will then identify the person or persons it believes to be the most likely descendant of the deceased Native American, who in turn would make recommendations for the appropriate means of treating the human remains and any associated funerary objects.

If the remains are on federal land, the remains shall be treated in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA). If the remains are not on federal land, the remains shall be treated in accordance with Health and Safety Code Section 7050.5, CEQA Section 15064.5(e), and Public Resources Code Section 5097.98.

5.8 Greenhouse Gas Emissions

Greenhouse Gas Emissions Reduction During Construction

The following measures shall be implemented to minimize greenhouse gas emissions from all construction sites:

- If suitable park-and-ride facilities are available in the project vicinity, construction workers shall be encouraged to carpool to the job site.
- The Applicant shall develop a carpool program to the job site.
- On road and off-road vehicle tire pressures shall be maintained to manufacturer specifications. Tires shall be checked and re-inflated at regular intervals.
- Demolition debris shall be recycled for reuse to the extent feasible.
- The contractor shall use line power instead of diesel generators at all construction sites where line power is available.
- The contractor shall maintain construction equipment per manufacturing specifications.

5.19 Utilities and Service Systems

Notify Utilities with Facilities Above and Below Ground

The Applicant shall notify all utility companies with utilities located within or crossing the project ROW to locate and mark existing underground utilities along the entire length of the project at least 14 days prior to construction. No subsurface work shall be conducted that would conflict with (i.e., directly impact or compromise the integrity of) a buried utility. In the event of a conflict, areas of subsurface excavation or pole installation shall be realigned vertically and/or horizontally, as appropriate, to avoid other utilities and provide adequate operational and safety buffering. In instances where separation between third-party utilities and underground excavations is less than 5 feet, the Applicant shall submit the intended construction methodology to the owner of the third-party utility for review and approval at least 30 days prior to construction. Construction methods shall be adjusted as necessary to assure that the integrity of existing utility lines is not compromised.

5.20 Wildfire

Construction Fire Prevention Plan

A project-specific Construction Fire Prevention Plan for both construction and operation of the project shall be submitted for review prior to initiation of construction. A draft copy of the Plan shall be provided to the CPUC and state and local fire agencies at least 90 days before the start of any construction activities in areas designated as Very High or High Fire Hazard Severity Zones. Plan reviewers shall also include

federal, state, or local agencies with jurisdiction over areas where the project is located. The final Plan shall be approved by the CPUC at least 30 days prior to the initiation of construction activities. The Plan shall be fully implemented throughout the construction period and include the following at a minimum:

- The purpose and applicability of the Plan
- Responsibilities and duties
- Preparedness training and drills
- Procedures for fire reporting, response, and prevention that include:
    - Identification of daily site-specific risk conditions
    - The tools and equipment needed on vehicles and to be on hand at sites
    - Reiteration of fire prevention and safety considerations during tailboard meetings
    - Daily monitoring of the red-flag warning system with appropriate restrictions on types and levels of permissible activity
- Coordination procedures with federal and local fire officials
- Crew training, including fire safety practices and restrictions
- Method(s) for verifying that all Plan protocols and requirements are being followed

A project Fire Marshal or similar qualified position shall be established to enforce all provisions of the Construction Fire Prevention Plan as well as perform other duties related to fire detection, prevention, and suppression for the project. Construction activities shall be monitored to ensure implementation and effectiveness of the Plan.

Fire Prevention Practices (Construction and Maintenance)

The Applicant shall implement ongoing fire patrols during the fire season as defined each year by local, state, and federal fire agencies. These dates vary from year to year, generally occurring from late spring through dry winter periods. During Red Flag Warning events, as issued daily by the National Weather Service, all construction/maintenance activities shall cease, with an exception for transmission line testing, repairs, unfinished work, or other specific activities which may be allowed if the facility/equipment poses a greater fire risk if left in its current state.

All construction/maintenance crews and inspectors shall be provided with radio and cellular telephone access that is operational in all work areas and access routes to allow for immediate reporting of fires. Communication pathways and equipment shall be tested and confirmed operational each day prior to initiating construction/maintenance activities at each work site. All fires shall be reported to the fire agencies with jurisdiction in the area immediately upon discovery of the ignition.

All construction/maintenance personnel shall be trained in fire-safe actions, initial attack firefighting, and fire reporting. All construction/maintenance personnel shall be trained and equipped to extinguish small fires in order to prevent them from growing into more serious threats. All construction/maintenance personnel shall carry at all times a laminated card and be provided a hard hat sticker that list pertinent telephone numbers for reporting fires and defining immediate steps to take if a fire starts. Information on laminated contact cards and hard hat stickers shall be updated and redistributed to all construction/maintenance personnel and outdated cards and hard hat stickers shall be destroyed prior to the initiation of construction/maintenance activities on the day the information change goes into effect.

Construction/maintenance personnel shall have fire suppression equipment on all construction vehicles. Construction/maintenance personnel shall be required to park vehicles away from dry vegetation. Water tanks and/or water trucks shall be sited or available at active project sites for fire protection during construction. The Applicant shall coordinate with applicable local fire departments prior to construction/maintenance activities to determine the appropriate amounts of fire equipment to be carried on vehicles and, should a fire occur, to coordinate fire suppression activities.

GENERAL ORDER 177
ESTABLISHING RULES FOR APPLICATION, NOTIFICATION, AND REPORTING REQUIREMENTS FOR GAS INFRASTRUCTURE LOCATED IN CALIFORNIA

(Adopted December 1, 2022 by Decision 22-12-021)

SECTION I. GENERAL

Pursuant to the provisions of Sections 451, 454, 701, 702, 761, 762, 768, 770, and 1001 of the Public Utilities Code:

IT IS HEREBY ORDERED that no gas utility as defined in Public Utilities Code Section 891, now subject, or which hereafter may become subject, to the jurisdiction of this California Public Utilities Commission, shall begin construction in this state of any new plant, or modification, alteration, or addition to an existing plant, or facilities, without first complying with the provisions of this General Order.

SECTION II. PURPOSE OF THIS GENERAL ORDER

The Commission has adopted General Order 177 to be responsive to:

- the requirements of the California Environmental Quality Act (CEQA) (Public Resources (Pub. Res.) Code § 21000 et seq.);
- the need for public notice and the opportunity for affected parties and members of the public to be heard by the Commission;
- the obligation of the utilities to serve their customers in a timely and efficient manner; and
- the need to review significant investments in gas infrastructure for consistency with California's long-term greenhouse gas emission reduction, air quality, equity, safety, and reliability goals.

SECTION III. DEFINITIONS

Criteria pollutant – A pollutant for which there is an established National Ambient Air Quality Standard (40 C.F.R. Part 50). The criteria pollutants are carbon monoxide (CO), particulate matter, ozone (O3) sulfur dioxide (SO2), lead (Pb), and nitrogen dioxide (NO2).

Expansion of an existing gas storage field – This means the expansion of the property boundary of a Commission-authorized storage field to increase natural gas storage inventory capacity.

Negative Declaration – A written statement briefly describing the reasons that a proposed project will not have a significant effect on the environment and does not require the preparation of an environmental impact report.[1]

Non-attainment area – The term "non-attainment area" means, for any air pollutant, an area which is designated "non-attainment" with respect to that pollutant within the meaning of Section 7407(d) of the Clean Air Act (CAA). CAA Section 7501(2).

Project – construction or physical modification of any gas plant with independent utility in the gas system, including compressor or regulator stations, any pipeline or pipeline extension, and any expansion of an existing gas storage field.[2]

Proponent's Environmental Assessment (PEA) – A document prepared by an applicant which includes all information and studies required under the Commission's Information and Criteria List adopted pursuant to Chapter 1200 of the Statutes of 1977 (Government Code Sections 65940 through 65942), which is published on the Commission's website (Section 1701, Public Utilities Code).

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[1] See Pub. Res. Code Sections 21064 and the guidelines for implementation of CEQA, California Code of Regulations, Title 14, Sections 15000 *et seq.*

[2] Does not include: (a) any installation of environmental monitoring equipment, or any soil or geological investigation, or work to determine feasibility of the use of a particular site for the proposed facilities that does not result in a serious or major disturbance to an environmental resource; (b) gas service pipelines connecting to customer facilities, service laterals, and/or service pipes, as used in utility Tariff Rule 16, or work on customer meters; (c) gas corporation office buildings; (d) replacement of an emergency diesel back-up generator with a lower-emission emergency back-up generator.

Sensitive Receptors – include but are not limited to any living quarters such as private homes, condominiums, apartments, retirement homes, prisons, dormitories, or other temporary or permanent housing; education institutions, including preschools and schools operating kindergarten or any of grades 1 to 12, inclusive; day care centers; and health care facilities, including hospitals, nursing homes, and long-term care and hospice facilities.

Serious, severe and extreme non-attainment areas – Non-attainment areas designated as "serious," "severe" or "extreme" by the US Environment Protection Agency in the "Green Book" of National Ambient Air Quality Standards (NAAQS) based on the area's design value for a specific criteria pollutant type.

Toxic air contaminant – an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health, pursuant to Section 39655 of the California Health and Safety Code.

SECTION IV. NEED FOR COMMISSION AUTHORIZATION

A. Certificate of Public Convenience and Necessity (CPCN)

1. No gas corporation shall begin any gas project meeting the criteria below without first submitting an application for a CPCN:

   a. project cost exceeds $75 million;[3] or

   b. (1) the project is located within 1,000 feet of a sensitive receptor; and (2) operation of the completed project by the gas corporation requires a permit from the relevant

[3] Applicants shall determine project costs using a cost estimate consistent with Association for the Advancement of Cost Engineering methodologies appropriate to the project's stage of development and anticipated technical construction or scope change risk. Cost estimates shall include direct and indirect costs. Direct costs are costs for labor, material, services and other expenses incurred to design, engineer, plan, permit, execute and document a project. This includes the development costs, project management, material, construction, inspection, environmental and other project execution activities. Indirect costs are for Administrative & General, purchasing, warehousing, pension and benefits, payroll tax and other costs that are overhead in nature, as well as Allowance for Funds Used During Construction (AFUDC) and property taxes. Cost estimates shall take into consideration the design of the project, the expected duration of construction, an estimate of the effects of economic inflation, and any known engineering difficulties associated with the project.

local air quality district for: (a) an increase in levels of a toxic air contaminant;[4] or (b) an increase in levels of a criteria air pollutant, if the area is listed as a serious, severe, or extreme non-attainment area for that pollutant.

2. The Commission may, via decision, change the $75 million threshold in Section IV(A)(1) from time to time, as appropriate, based on changes to the Consumer Price Index, or for other reasons.

B. Compliance with Section IV(A)(1) is not required for any of the following exemptions:

   a. any plant, line, extension, repair, replacement, or modification of existing facilities or structures that is required pursuant to a California Geologic Energy Management Division (CalGEM) Emergency Order or regulation, the Pipeline and Hazardous Materials Safety Administration (PHMSA), this Commission, or any other regulatory agency for safety reasons; or

   b. projects that have a scheduled in-service date occurring before January 1, 2024 and projects for which an application for approval has been submitted to an air quality management district for compliance with an environmental rule prior to the effective date of this General Order; or,

   c. emergency projects (for example: repairs, upgrades, replacements, restorations) as defined by CEQA Guideline § 15269 and Pub. Res. Code §§ 21060.3 and 21080(b)(2) & (4) to ensure safe and reliable gas supplies.

SECTION V. NOTICE

A. Provision of Notice of a project requiring a CPCN

Notice of a project requiring a CPCN shall be provided as follows:[5]

[4] Increase in levels of a toxic air contaminant is defined as an increase exceeding (1) de minimis levels or (2), where relevant, allowable limits set by the local air quality district.

[5] To the extent possible, notices should be provided in a format accessible to the visually impaired.

1. By electronic service to the planning commission and the legislative body for each county or city or tribal land in which the proposed facility would be located, the California Energy Commission, the State Department of Transportation and its Division of Aeronautics, the Secretary of the California Natural Resources Agency, the Department of Fish and Wildlife, the Department of Health Services, the State Water Resources Control Board, the California Air Resources Board, and other interested parties having requested such notification. The utility shall also give notice to the following agencies and subdivisions in whose jurisdiction the proposed facility would be located: the Air Pollution Control District, the California Regional Water Quality Control Board, the State Department of Transportation's District Office, and any other State or Federal agency, including but not limited to PHMSA and CalGEM, which would have jurisdiction over the proposed construction;

2. By mail to all owners of land on which the proposed facility would be located and owners of property within 300 feet of the right-of-way as determined by the most recent local assessor's parcel roll available to the utility at the time notice is sent;

3. By advertisement, not less than once a week, two weeks successively, in a newspaper or newspapers of general circulation in the county or counties in which the proposed facilities will be located, the first publication to be not later than ten days after filing of the application; and

4. By posting a notice on-site and off-site where the project would be located. A copy of the notice shall be delivered to the Commission's Public Advisor and the Energy Division on the same day it is mailed. A declaration of mailing and posting as required by this subsection shall be filed with the Commission within five (5) days of completion;

5. By publishing the notice prominently on the website of the entity seeking a CPCN; and

6. By serving the notice to relevant service lists, including Rulemaking 20-01-007, or a successor proceeding, and the gas corporation's most recent general rate case application proceeding.

B. Contents of Notices

Each gas corporation shall consult with the Commission's Energy Division and Public Advisor to develop and approve a standard for the notice required by Section V(A) and Section V(C), which shall contain, at a minimum, the following information:[6]

1. The application number assigned by the Commission;

2. A concise description of the proposed project, its purpose and its location in terms clearly understandable to the average reader;

3. A summary of potential environmental impacts including criteria air pollutant, toxic air contaminant and greenhouse gas emissions from the proposed project and any measures taken or proposed by the utility to reduce potential environmental impacts;

4. Instructions on obtaining or reviewing a copy of the application, including the Proponent's Environmental Assessment (PEA) or available equivalent, from the utility;

5. The applicable procedure for protesting the application, including how to electronically file comments; and

6. A short summary of information provided to the Commission under Section VI below.

C. Notification Requirements for Claimed Exemptions

1. Gas corporations invoking exemptions (a) – (b) listed under Section IV(B) shall comply with the following notification requirements no later than 60 days prior to commencing the project. Gas corporations invoking exemption (c) shall comply with the following notification requirements no later than 60 days of initiating the project:

   a. notify the Commission through the submittal of an information-only Tier 1 advice letter pursuant to General Order 96-B, or its successor;

[6] Commission Staff shall post submitted notices to the Commission's webpage on Long Term Gas Planning within 30 days of receiving it.

b. inform relevant governmental entities, including the planning commission and the legislative body for each county or city in which the proposed facility would be located, or the work would occur, any other agency that would have jurisdiction over the proposed action, and any other entities that have requested such notifications by direct mail, or otherwise requested means; and

c. notify the general public by direct mail to all owners and occupants of land on which the proposed facility or action would be located, and the owner and occupants of property within 300 feet of the facilities or action as determined by the most recent local assessor's parcel roll available to the utility at the time notice is sent.

2. Notices of exemptions shall contain, at a minimum, the following information:

a. Any relevant Commission application or advice letter number, and information on how to contact the Commission's Consumer Affairs Branch;

b. A concise description of the proposed project, its purpose and its location;

c. A summary of potential environmental impacts including emissions from the proposed facilities and any measures taken or proposed by the utility to reduce potential environmental impacts;

d. An explanation of why the project is exempted under General Order 177; and

e. Information on ways to obtain more information from the utility about the proposed project.

SECTION VI. INFORMATION REQUIRED FOR CPCN APPLICATIONS

A. An application for a CPCN shall include or have attached to it the following:[7]

1. Statement of the reasons why and facts showing that the completion and operation of the proposed facility is necessary to promote the safety, health, comfort, and convenience of the public, including:

[7] CPCN applications for storage expansion projects are not required to include an analysis of non-pipeline alternatives, as outlined in Section VI(A)(4)(a), nor an analysis of alternative routes, as outlined in Sections VI(A)(4)(b), VI(A)(4)(d) and VI(A)(5)(c).

a. an explanation of why existing facilities are inadequate or need repair to meet applicable safety or reliability standards;

b. need for the project when accounting for projected declines in gas demand over the project's estimated useful life;

c. impact of the proposed project on expected future gas demand;

d. estimated useful life of the project;

e. consistency with applicable long-term gas infrastructure orders adopted by the Commission including in the Commission's Long-Term Gas Planning proceeding (Rulemaking 20-01-007) and successor proceedings;

2. Safety and reliability information, including planned provisions for emergency operations and shutdowns, and affected infrastructure locations;

3. Summary of the potential environmental impact of the proposed project, including in the context of the state's greenhouse gas emission reduction and carbon neutrality goals;

4. Analysis of alternatives, including non-pipeline alternatives, and a demonstration that no reasonable alternatives to the proposed project exist.

   a. Examination of non-pipeline alternatives shall consider:

      1. The customers to be served by the proposed project, and whether direct support for electrification, consumption reduction (energy efficiency, conservation and demand response), and/or alternative methods to provide necessary energy supplies for these customers could be accomplished at a lower cost and/or with lesser environmental impact than the proposed project;

      2. The potential environmental impacts of alternatives, including emissions; and

      3. An estimate of the costs of the environmental and health impacts of the project, as well as the direct and indirect costs of the project.

b. Reasons for adoption of the route or location selected, including comparison with alternative routes or locations, the advantages and disadvantages of each, the comparative availability of alternate routes or locations, and justification for the proposed route or location;

c. If the proposed project is located within an Environmental and Social (ESJ) Community as defined in the most recent version of the Commission's ESJ Action Plan, the discussion of alternatives shall discuss whether it is possible to relocate the project and, if so, steps taken to locate the project outside such areas;

d. A listing of the governmental agencies with which proposed route reviews have been undertaken, including a written agency response to the applicant's written request for a brief position statement by each agency.[8] In the absence of a written agency position statement, the utility may submit a statement of its understanding of the position of such agencies;

e. The discussion of alternatives shall include a cost analysis comparing the proposed project with any feasible alternatives, including non-pipeline alternatives, calculated over the lifetime of the project; and,

f. The discussion of alternatives shall consider pollution burden in the project location and shall discuss steps taken to minimize gas infrastructure density and/or ensure substantial economic benefits to local residents.

5. Basic project information, including:

   a. A schedule showing the program for right-of-way acquisition, design, material acquisition, construction, testing and operating dates;

   b. Available site information, including maps and description; present, proposed, and ultimate development; as appropriate, geological, aesthetic, ecological, tsunami, seismic, water supply, population, and load center data;

[8] Such listing shall include the Native American Heritage Commission, which shall constitute notice on California Indian Reservation Tribal governments.

c. A map of suitable scale of the proposed routing showing details of the right-of-way in the vicinity of settled areas, parks, recreational areas, scenic areas, and existing electrical transmission lines within one mile of the proposed route;

d. Preliminary engineering and design information on the project; and,

e. A project implementation plan showing how the project would be contracted for and constructed. This plan shall show how all major tasks would be integrated and shall include a proposed timetable identifying the design, construction, completion, and operation dates for each major component of the plant, line, or extension.

6. Cost information:

a. An estimate of "fully loaded" costs, including direct and indirect costs, taking into consideration the design of the project, the expected duration of construction, an estimate of the effects of economic inflation and any known engineering difficulties associated with the project, and including preliminary estimates of the costs of financing, construction, and operation, including fuel, maintenance, and dismantling or inactivation after the useful life of the plant, line, or extension;

b. A demonstration of the financial impact of the plant, line, or extension construction on the utility's ratepayers, stockholders, and on the cost of the utility's borrowed capital. The cost analyses shall be performed for the projected useful life of the plant, line, or extension, including dismantling or inactivation after the useful life of the plant, line, or extension;

c. A design and construction management and cost control plan which indicates, to the extent feasible, the contractual and working responsibilities and interrelationships between the utility's management and other major parties involved in the project. This plan shall also include a construction progress information system and specific cost controls; and

d. An estimate of the guaranteed cost of capital investment benefit to the utility from the project.

7. Equity information:

a. A detailed statement explaining how the project is consistent with the goals of the Commission's ESJ Action Plan; and,

b. A summary of outreach to, and engagement undertaken with, local communities (including relevant community-based organizations), likely to be impacted by the proposed project.

8. A PEA, prepared according to the most recent version of the Commission's *Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-filing and Proponent's Environmental Assessments* (PEA Guidelines).[9]

B. No later than 30 days after the filing of the application, the Commission staff shall review it and notify the utility of any deficiencies in the information and data submitted in the application. The utility shall correct any deficiencies within 60 days thereafter or explain in writing to the Commission staff why it is unable to do so. It shall include in any such written response an estimate of when it will be able to correct the deficiencies. Upon correction of any deficiencies in the application, the Commission staff shall determine whether CEQA applies, and if so, whether a Negative Declaration or an EIR has been or will be prepared. The process required by CEQA, and Commission Rule 17.1, will be followed in addition to the Commission's standard decision-making process for applications. The Commission shall issue a decision within the time limits prescribed by Government Code Section 65920 et seq. (the Permit Streamlining Act).

C. Pursuant to the most recent version of the Commission's PEA Guidelines, applicants shall initiate a prefiling meeting with Commission CEQA Staff no later than 60 days prior to filing of the application to assist with ensuring the completeness of the CPCN filing. With the exception of CPCN applications filed within 120 days from issuance of the decision adopting this General Order, applicants shall submit a draft PEA to Commission CEQA Staff at least three months prior to application filing.

[9] 2019 Version available as of September 13, 2022 at: https://www.cpuc.ca.gov/-/media/cpuc-website/files/legacyfiles/c/6442463239-ceqa-pre-filing-guidelines-pea-checklist-nov-2019.pdf. Applicants may provide Section VI required information elements within the PEA so long as a clear mapping to the location of the required information within the PEA is also provided.

SECTION VII. COMPLAINTS AND PREEMPTION OF LOCAL AUTHORITY

A. Complaints may be filed with the Commission for resolution of any alleged violations of this General Order pursuant to the Commission's Rules of Practice and Procedure. A complaint which does not allege that the matter has first been brought to Commission staff for informal resolution may be referred to staff to attempt to resolve the matter informally.

B. This General Order clarifies that local jurisdictions acting pursuant to local authority are preempted from regulating gas utility facilities constructed by public utilities subject to the Commission's jurisdiction. However, in locating such projects, the public utilities shall consult with local agencies regarding land use matters. In instances where the public utilities and local agencies are unable to resolve their differences, the local agency should promptly file a complaint with the Commission.

SECTION VIII. REVIEW OF GAS INFRASTRUCTURE PROJECTS BY OTHER STATE OR FEDERAL AGENCIES

Nothing in this General Order shall be construed to preempt or otherwise limit the jurisdiction of state agencies other than this Commission, or federal agencies, to exercise the full range of their jurisdiction under state or federal law over facilities subject to this General Order.

SECTION IX. CEQA COMPLIANCE

Construction of facilities for which a CPCN is required pursuant to this General Order shall not commence without either a finding that it can be seen with certainty that there is no possibility that the construction of those facilities may have a significant effect on the environment or that the project is otherwise exempt from CEQA, or the adoption of a final EIR or Negative Declaration.

SECTION X. REPORT OF PLANNED GAS INVESTMENTS

A. Subject to any new reporting requirements that may be established in Rulemaking 20-01-007, or a successor proceeding, every gas corporation is required to serve and file, in Rulemaking 20-01-007 or a successor proceeding, a Report of Planned Gas Investments for any project expected to exceed $50 million or meeting the criteria in Section IV(A)(1)(b), using a 10-year forecast for investments, on or before March 1 of each year,

starting March 1, 2023.[10] Gas corporations shall include in each annual report the planned investments meeting the criteria included in Section IV(A)(1) that they anticipate claiming as exempt under Section IV(B) above.

B. The report shall include the following:[11]

1. A list of projects, arranged in chronological order by planned service date, for which a CPCN has been received but which have not yet been placed in-service;
2. A list of planned projects, arranged in chronological order by the planned in-service date, on which proposed route or corridor reviews are being undertaken with governmental agencies or for which applications have already been filed; and
3. A list of planned projects or planning corridors, arranged in chronological order by the planned in-service date, on which planning corridor or route reviews have not started, which will be needed during the forecast periods.

C. For each project listed in the report under Section X(B), the report should include the following information:

1. relevant size parameters (e.g., length in miles);
2. planned service date;
3. cities and counties involved; including whether the planned project is located with an ESJ community as defined in the Commission's ESJ Action Plan;

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[10] Cost estimates for purposes of this reporting threshold shall include direct and indirect costs. Direct costs are costs for labor, material, services and other expenses incurred to design, engineer, plan, permit, execute and document a project. This includes the development costs, project management, material, construction, inspection, environmental and other project execution activities. Indirect costs are for Administrative & General, purchasing, warehousing, pension and benefits, payroll tax and other costs that are overhead in nature, as well as AFUDC and property taxes. Cost estimates for reporting purposes shall take into consideration the design of the project, the expected duration of construction, an estimate of the effects of economic inflation, and any known engineering difficulties associated with the project.

[11] For planned investments meeting the criteria included in Section IV(A)(1) that they anticipate claiming as exempt under Section IV(B) above, gas corporations are not required to include in their annual reports information required under Section X(C)(6) and under Section X(D).

4. detailed description of the gas infrastructure project including information on what will be modified or constructed, what specific actions will be taken, and why the project will be conducted;
5. the projected capital expenditure;
6. cumulative environmental impact of successive projects of the same types, in the same place;
7. a description of the cost drivers; and
8. other relevant information.

D. For each project listed in the report under Section X(B) that is expected to be in-service within five years of the date the report is submitted, the report should include the following additional information:

1. high level analysis of non-pipeline alternatives considered;[12]
2. total projected quantified reliability cost savings over the expected life of the project;[13]
3. projected construction expenditures; and
4. projected operating costs over the expected life of the asset as of the year the report is filed (in both nominal and net-present value terms).

[12] Annual Reports of Planned Gas Investments served and filed by independent storage providers are not required to include the information required in Section X(D)(1).

[13] Based on inclusion of an appropriate number of 1 in 10 days. The definition of the gas demand on a 1-in-10 winter day shall reflect the approach used by the gas utility in its design standard, including adjustment based on changing weather patterns, adapted to extend over the life of the project. Methods and assumptions used to make the projection shall be included in the application.

Please note that new Connecticut county level geographies are not availabe within the map.

An official website of the United States government

United States Census Bureau

QuickFacts

San Buenaventura (Ventura) city, California

QuickFacts provides statistics for all states and counties, and for cities and towns with a ***population of 5,000 or more***.

Table

All Topics	San Buenaventura (Ventura) city, California
Population Estimates, July 1, 2022, (V2022)	NA
PEOPLE	
Population	
Population Estimates, July 1, 2022, (V2022)	NA
Population Estimates, July 1, 2021, (V2021)	109,925
Population estimates base, April 1, 2020, (V2022)	NA
Population estimates base, April 1, 2020, (V2021)	110,600
Population, percent change - April 1, 2020 (estimates base) to July 1, 2022, (V2022)	NA
Population, percent change - April 1, 2020 (estimates base) to July 1, 2021, (V2021)	-0.6%
Population, Census, April 1, 2020	110,763
Population, Census, April 1, 2010	106,433
Age and Sex	
Persons under 5 years, percent	5.0%
Persons under 18 years, percent	20.5%
Persons 65 years and over, percent	17.6%
Female persons, percent	50.1%
Race and Hispanic Origin	
White alone, percent	78.2%
Black or African American alone, percent (a)	1.8%
American Indian and Alaska Native alone, percent (a)	1.0%
Asian alone, percent (a)	4.3%
Native Hawaiian and Other Pacific Islander alone, percent (a)	0.1%
Two or More Races, percent	10.2%
Hispanic or Latino, percent (b)	36.3%
White alone, not Hispanic or Latino, percent	53.8%
Population Characteristics	
Veterans, 2017-2021	6,614
Foreign born persons, percent, 2017-2021	13.7%
Housing	
Housing units, July 1, 2021, (V2021)	X
Owner-occupied housing unit rate, 2017-2021	56.2%
Median value of owner-occupied housing units, 2017-2021	$621,900
Median selected monthly owner costs -with a mortgage, 2017-2021	$2,575
Median selected monthly owner costs -without a mortgage, 2017-2021	$640
Median gross rent, 2017-2021	$1,786
Building permits, 2022	X
Families & Living Arrangements	
Households, 2017-2021	42,091
Persons per household, 2017-2021	2.58
Living in same house 1 year ago, percent of persons age 1 year+, 2017-2021	87.7%
Language other than English spoken at home, percent of persons age 5 years+, 2017-2021	24.5%
Computer and Internet Use	
Households with a computer, percent, 2017-2021	94.1%
Households with a broadband Internet subscription, percent, 2017-2021	

Education	
High school graduate or higher, percent of persons age 25 years+, 2017-2021	90.7%
Bachelor's degree or higher, percent of persons age 25 years+, 2017-2021	38.6%
Health	
With a disability, under age 65 years, percent, 2017-2021	8.7%
Persons without health insurance, under age 65 years, percent	⚠ 7.4%
Economy	
In civilian labor force, total, percent of population age 16 years+, 2017-2021	63.9%
In civilian labor force, female, percent of population age 16 years+, 2017-2021	59.1%
Total accommodation and food services sales, 2017 ($1,000) (c)	429,995
Total health care and social assistance receipts/revenue, 2017 ($1,000) (c)	1,543,987
Total transportation and warehousing receipts/revenue, 2017 ($1,000) (c)	94,455
Total retail sales, 2017 ($1,000) (c)	2,103,801
Total retail sales per capita, 2017 (c)	$19,224
Transportation	
Mean travel time to work (minutes), workers age 16 years+, 2017-2021	25.5
Income & Poverty	
Median household income (in 2021 dollars), 2017-2021	$86,718
Per capita income in past 12 months (in 2021 dollars), 2017-2021	$42,501
Persons in poverty, percent	⚠ 9.5%

BUSINESSES

Businesses	
Total employer establishments, 2021	X
Total employment, 2021	X
Total annual payroll, 2021 ($1,000)	X
Total employment, percent change, 2020-2021	X
Total nonemployer establishments, 2019	X
All employer firms, Reference year 2017	3,606
Men-owned employer firms, Reference year 2017	1,871
Women-owned employer firms, Reference year 2017	680
Minority-owned employer firms, Reference year 2017	672
Nonminority-owned employer firms, Reference year 2017	2,306
Veteran-owned employer firms, Reference year 2017	S
Nonveteran-owned employer firms, Reference year 2017	2,959

GEOGRAPHY

Geography	
Population per square mile, 2020	5,061.1
Population per square mile, 2010	4,915.0
Land area in square miles, 2020	21.89
Land area in square miles, 2010	21.65
FIPS Code	0665042

About datasets used in this table

Value Notes

⚠ Estimates are not comparable to other geographic levels due to methodology differences that may exist between different data sources.

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable.] Click the Quick Info ⓘ icon to the left of each row in T learn about sampling error.

In Vintage 2022, as a result of the formal request from the state, Connecticut transitioned from eight counties to nine planning regions. For more details, please see the Vintage 2022 release notes available here: Release Notes.

The vintage year (e.g., V2022) refers to the final year of the series (2020 thru 2022). Different vintage years of estimates are not comparable.

Users should exercise caution when comparing 2017-2021 ACS 5-year estimates to other ACS estimates. For more information, please visit the 2021 5-year ACS Comparison Guidance page.

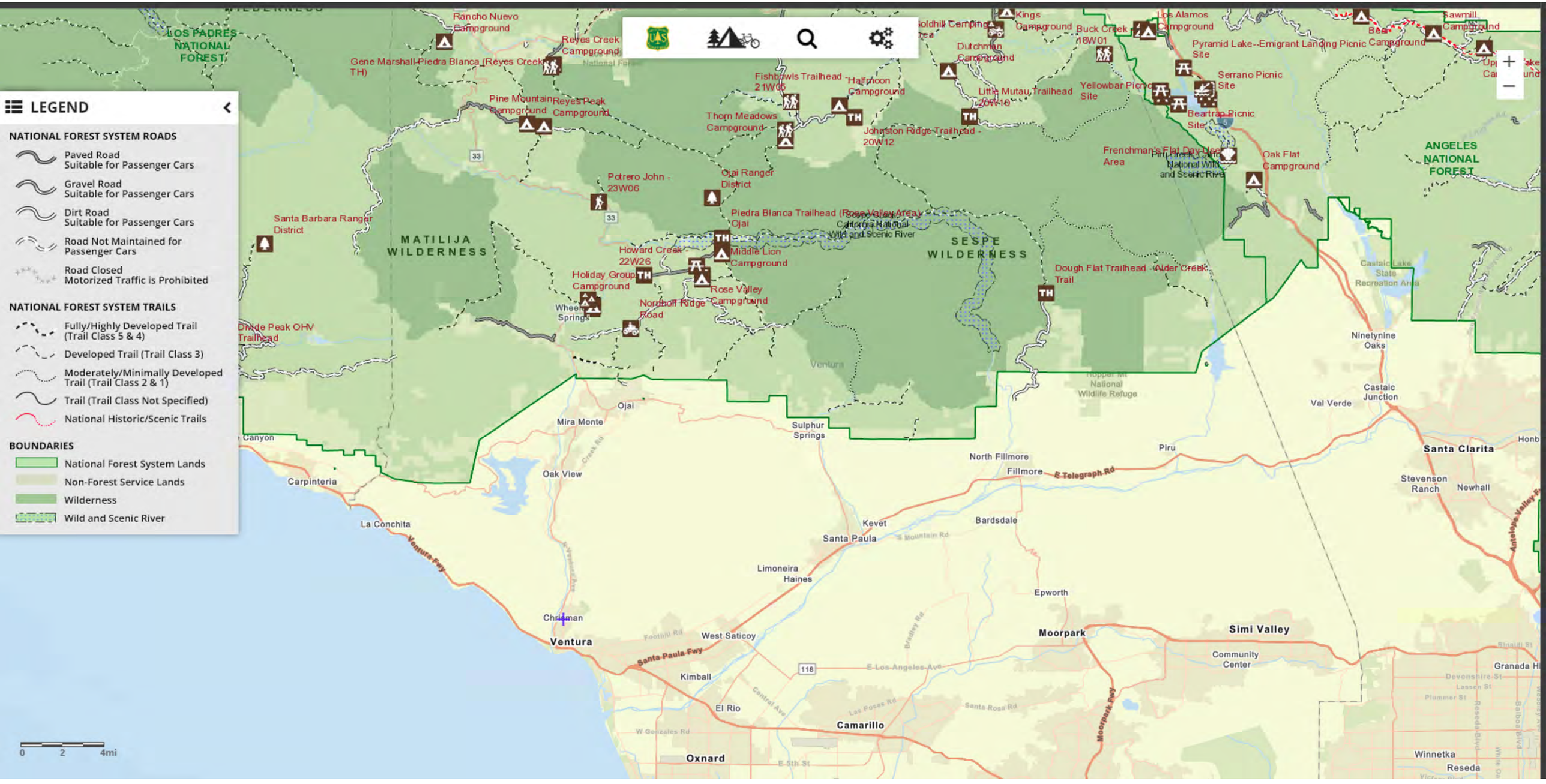
Fact Notes

- **(a)** Includes persons reporting only one race
- **(c)** Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data
- **(b)** Hispanics may be of any race, so also are included in applicable race categories

Value Flags

- **-** Either no or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest or upper interval of an open ende
- **F** Fewer than 25 firms
- **D** Suppressed to avoid disclosure of confidential information
- **N** Data for this geographic area cannot be displayed because the number of sample cases is too small.
- **FN** Footnote on this item in place of data
- **X** Not applicable
- **S** Suppressed; does not meet publication standards
- **NA** Not available
- **Z** Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, Sta Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.


LEGEND
NATIONAL FOREST SYSTEM ROADS
Paved Road
Suitable for Passenger Cars
Gravel Road
Suitable for Passenger Cars
Dirt Road
Suitable for Passenger Cars
Road Not Maintained for
Passenger Cars
Road Closed
Motorized Traffic is Prohibited
NATIONAL FOREST SYSTEM TRAILS
Fully/Highly Developed Trail
(Trail Class 5 & 4)
Developed Trail (Trail Class 3)
Moderately/Minimally Developed
Trail (Trail Class 2 & 1)
Trail (Trail Class Not Specified)
National Historic/Scenic Trails
BOUNDARIES
National Forest System Lands
Non-Forest Service Lands
Wilderness
Wild and Scenic River
0
2
4mi
LOS PADRES
NATIONAL
FOREST
MATILIJA
WILDERNESS
SESPE
WILDERNESS
ANGELES
NATIONAL
FOREST
Rancho Nuevo
Campground
Gene Marshall-Piedra Blanca (Reyes Creek
TH)
Reyes Creek
Campground
Pine Mountain
Campground
Reyes Peak
Campground
Fishbowls Trailhead -
21W05
Thorn Meadows
Campground
Halfmoon
Campground
Johnston Ridge Trailhead -
20W12
Potrero John -
23W06
Ojai Ranger
District
Santa Barbara Ranger
District
Piedra Blanca Trailhead (Rose Valley Area)
Ojai
Howard Creek -
22W26
Middle Lion
Campground
Holiday Group
Campground
Rose Valley
Campground
Wheeler
Springs
Northbon Ridge
Road
Divide Peak OHV
Trailhead
Kings
Campground
Dutchman
Campground
Little Mutau Trailhead -
20W16
Buck Creek -
18W01
Los Alamos
Campground
Pyramid Lake--Emigrant Landing Picnic
Site
Bear
Campground
Sawmill
Campground
Yellowbar Picnic
Site
Serrano Picnic
Site
Beartrap Picnic
Site
Frenchman's Flat Day Use
Area
Oak Flat
Campground
Dough Flat Trailhead - Alder Creek
Trail
Castaic Lake
State
Recreation Area
Ninetynine
Oaks
Castaic
Junction
Val Verde
Ventura
Ojai
Mira Monte
Sulphur
Springs
Oak View
Carpinteria
La Conchita
North Fillmore
Fillmore
Piru
Santa Clarita
Stevenson
Ranch
Newhall
Kevet
Santa Paula
Bardsdale
Limoneira
Haines
Epworth
Chrisman
Ventura
West Saticoy
Kimball
El Rio
Camarillo
Oxnard
Moorpark
Simi Valley
Community
Center
Winnetka
Reseda
Granada H
Ventura Fwy
Santa Paula Fwy
Moorpark Fwy
E Telegraph Rd
E Los Angeles Ave
S Mountain Rd
Foothill Rd
Bradley Rd
Central Ave
Los Posas Rd
Santa Rosa Rd
W Gonzales Rd
E 5th St
Devonshire St
Lassen St
Plummer St
Reseda Blvd
Balboa Blvd
Antelope Valley F
Rinaldi St
118
33