
**City of Ventura
Saticoy and Wells Community Plan and
Code**

Final
Environmental Impact Report

SCH# 2006081139

Prepared by:

City of Ventura
501 Poli Street
Ventura, CA 93001

Prepared with the assistance of:

Rincon Consultants, Inc.
790 East Santa Clara Street
Ventura, California 93001

August 2009



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8.0 ADDENDA AND ERRATA/ RESPONSES TO COMMENTS

8.1 ADDENDA and ERRATA

This section of the Final EIR (FEIR) for the Saticoy and Wells Community Plan and Code presents modifications to the Draft EIR (DEIR) text based on comments received and the City's responses, which are included below in Section 8.2. Deletions are noted by ~~strikeout~~ and insertions by underline. Individual typographical corrections are not specifically stated.

Executive Summary

The following paragraph was added as paragraph two in the *Executive Summary*, on page ES-1:

The Draft EIR was available for public review from May 14, 2009 through July 20, 2009. During this time, written comments were forwarded to the City of Ventura Planning Department. The Draft EIR and supporting documents were also available for review at the Planning Counter at 501 Poli Street, Ventura, CA 93002. During the public review period, 23 written comment letters were received on the Draft EIR (DEIR). Those comment letters and responses to the comment letters are contained in Section 8.0 Addenda and Errata/ Responses to Comments. The Final EIR for the Saticoy and Wells Community Plan and Code Project presents modifications to the DEIR text as a result of further informational clarifications. Changes to the EIR are documented in Section 8.0 Addenda and Errata/ Responses to Comments. Throughout this EIR, deletions are noted by ~~strikeout~~ and insertions by underline. Individual typographical corrections are not specifically called out.

Mitigation measures BIO-3(b), BIO-3(g), CR-1(a) and CR-1(b) were added to Table ES-1, Summary of Environmental Impacts and Mitigation Measures. The changes were made in response to comments 4.2, 4.3 and 18.2. These mitigation measures are reflected in this section as well as their respective EIR sections. The text changes are as follows:

BIO-3(b) Burrowing Owl Pre-construction Surveys. A preconstruction presence/absence survey shall be conducted for burrowing owls 30 days prior to ground disturbance/vegetation clearing. Burrowing owl surveys shall be conducted within the ruderal habitats of Project Area open space onsite as well as its preferred habitats. If burrowing owls are observed, CDFG shall be consulted prior to construction to develop a conservation plan, including active relocation and/or passive relocation (the use of one-way doors and collapse of burrows). Any relocation efforts shall be conducted outside of the nesting season (approximately March 1 - September 15), and take of an active nest shall be avoided.

BIO-3(g) Nesting Bird Protection. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) shall take place outside of the breeding bird season which generally runs from March 1 through August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

If avoidance of the breeding bird season is not feasible, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent shall arrange for weekly bird surveys to detect protected native nesting birds occurring in the habitat that is to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native nesting bird is found, the project proponent shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat), or as determined by a qualified biological monitor, until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest, or as determined by a qualified biological monitor. Construction personnel shall be instructed on the sensitivity of the area. The project proponent shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

Once the pre-construction bird surveys are conducted by a qualified biologist during the proper seasons, the report results, including survey dates, exact species observed, location of species onsite, and nesting/breeding behavior observed, shall be submitted to the City and other necessary regulatory agencies for review and approval. No construction shall begin prior to this approval.

CR-1(a) Temporary Work Suspension if Resources Unearthed. In the event that archaeological or paleontological resources are unearthed during construction of accommodated development, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist or paleontologist as appropriate has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in

the area may resume. A Chumash representative shall monitor any mitigation work associated with Native American cultural material.

CR-1(b) Human Remains Procedures. If human remains are unearthed during excavation of accommodated development, State Health and Safety Code Section 7070.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

Section 4.1 Aesthetics

The following text was added to mitigation measures AES-2(a) on page 4.1-14, of Section 4.1, *Aesthetics*:

Monolithic structures shall be avoided to the extent practicable through a series of smaller wall structures. Where required for project approval, prior to Final Map approval, the Design Review Committee shall review and approve landscaping and irrigation plans. Prior to occupancy of any dwelling unit within a proposed development project area, the sound wall, landscaping and irrigation shall be installed.

The following text was added to Section 4.3, *Air Quality*, on page 4.3-13 in response to comment 7.3:

- All project construction and site preparation operations shall be conducted in compliance with all applicable VCAPCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), and rule 55 (Fugitive Dust), as well as Rule 10, (Permits Required).
- Prior to grading and construction activities, residents of the area shall have access to the APCD Complaint Telephone Number (805) 654-2797 by posted signs on the project site.

Section 4.4 Biological Resources

Mitigation measures BIO-3(b) and BIO-3(g) were added to Section 4.4, *Biological Resources*, to expand upon existing mitigation in response to comments 4.2 and 4.3.

BIO-3(b) Burrowing Owl Pre-construction Surveys. A preconstruction presence/absence survey shall be conducted for burrowing owls 30 days prior to ground disturbance/vegetation clearing. Burrowing owl surveys shall be conducted within the ruderal habitats of Project Area open space onsite as well as its preferred habitats. If burrowing owls are observed, CDFG shall be consulted prior to construction to develop a conservation plan, including

active relocation and/or passive relocation (the use of one-way doors and collapse of burrows). Any relocation efforts shall be conducted outside of the nesting season (approximately March 1 – September 15), and take of an active nest shall be avoided.

BIO-3(g) Nesting Bird Protection. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) shall take place outside of the breeding bird season which generally runs from March 1 through August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

If avoidance of the breeding bird season is not feasible, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent shall arrange for weekly bird surveys to detect protected native nesting birds occurring in the habitat that is to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native nesting bird is found, the project proponent shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat), or as determined by a qualified biological monitor, until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest, or as determined by a qualified biological monitor. Construction personnel shall be instructed on the sensitivity of the area. The project proponent shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

Once the pre-construction bird surveys are conducted by a qualified biologist during the proper seasons, the report results, including survey dates, exact species observed, location of species onsite, and nesting/breeding behavior observed, shall be submitted to the City and other necessary regulatory agencies for review and approval. No construction shall begin prior to this approval.

The lettering of the mitigation measures for Impact BIO-3(a-e) has changed from the DEIR as a result of the insertion of BIO-3(b). The new numbering follows.

BIO-3(b) Lighting and Sound Restrictions has become **BIO-3(bc)**.

BIO-3(c) Conduct Pre-Construction Floristic Surveys has become **BIO-3(ed)**.

BIO-3(d) Avoid or Minimize Impacts to Listed Plant Species has become **BIO-3(de)**.

BIO-3(e) Sensitive Plant Protection Plan has become **BIO-3(ef)**.

Section 4.5 Cultural and Historic Resources

The following text changes were made to Section 4.5 *Cultural and Historic Resources*, on page 4.5-1 in subsection “a. Historic Resources Survey” in response to comments 16.2 and 16.4:

The records search includes the Project Area and lands within a ½ mile buffer of the Project Area.

~~A reconnaissance survey, including photography and background research, was then made of the Project Area.~~

The following text changes were made to Impact CR-1 in Section 4.5 *Cultural and Historic Resources*, on pages 4.5-13 and 4.5-14 in response to comments 16.5 and 18.2:

Policy 9D *Ensure proper treatment of archaeological and historic resources.*

Mitigation Measures. Impacts would be less than significant with adherence to General Plan Policy 9D and Actions 9.14 and 9.15 and ~~additional~~ mitigation measures CR-1(a) and CR-1(b). ~~are not necessary.~~

CR-1(a) Temporary Work Suspension if Resources Unearthed. In the event that archaeological or paleontological resources are unearthed during construction of accommodated development, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist or paleontologist as appropriate has evaluated the nature and significance of the find. After the

find has been appropriately mitigated, work in the area may resume. A Chumash representative shall monitor any mitigation work associated with Native American cultural material.

CR-1(b) Human Remains Procedures. If human remains are unearthed during excavation of accommodated development, State Health and Safety Code Section 7070.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin an disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

Section 4.8 Hydrology and Water Quality

The following text changes were made to Section 4.8 *Hydrology and Water Quality*, in response to comment letter 10:

Page 4.8-2

As indicated on the FEMA Flood Maps (Figure 4.8-1), portions (including both City and County lands) of the Project Area are located within the 100- and 500-year floodplains.

Page 4.8-5

Unincorporated County lands within the Project Area are subject to the provisions of the County of Ventura's Floodplain Management Ordinance and that any proposed development, including site grading and temporary or permanent storage of equipment of materials, shall require the issuance of a Floodplain Development Permit or Floodplain Clearance from the County of Ventura.

Page 4.8-7

As indicated above in the regulatory setting, County of Ventura roadways or locations within unincorporated County lands within the 100-year flood zone would be subject to the provisions of the County of Ventura's Floodplain Management Ordinance and will require the issuance of a Floodplain Development Permit or a Floodplain Clearance from the County of Ventura. Compliance with the above mentioned requirements would reduce flooding impacts within the 100-year flood hazard areas to a less than significant level.

Section 4.14 Utilities and Service Systems

The following text changes were made to the discussion under Impact U-1 on page 4.14-11 in Section 4.14, *Utilities and Service Systems*, in response to comment 14.1:

Moreover, the water rights associated with the agricultural property are then transferred to the City to become part of the overall City supply. The transfer is initiated through the following standard conditions of approval.

- Prior to recordation of the Final Map, the Subdivider shall dedicate all water rights they own on the property, including shares in mutual water companies, to the City of Ventura on the Final Map, in order to assist in mitigating the water demand created by this project and to preclude inappropriate water use.
- Any wells on the site shall be abandoned or destroyed in a manner satisfactory to the City Engineer and the County Resource Management Agency.

~~Although water use varies depending on such conditions as crop type and soil characteristics, the average agricultural irrigation use is assumed to be 2.5 feet per year (30 inches) (2005 General Plan). Within the Project Area, 160 acres of lands in agricultural production are slated for conversion to urban uses. Using the equation $2.5 \text{ AFY} \times 160 \text{ acres}$, the conversion of 160 acres would yield a 400-AFY water credit. This would create an additional source of water available for urban demand in the City.~~

8.2 RESPONSES to COMMENTS

This section of the Final EIR for the Saticoy & Wells Community Plan and Code project contains all of the written comments received in response to the Draft EIR during the 45-day public review period of May 14, 2009 through July 20, 2009. Each comment received by the City of Ventura has been included and responses to all comments have been prepared to address the concerns raised by the commenters and to indicate where and how the EIR addresses environmental issues. Specific comments contained within any particular written letter have been numbered in order to provide a reference to it in the response. Each letter is presented first, with the responses following. Changes to the EIR are also included after each comment letter when needed.

Specific comments contained within any particular written letter have been numbered in order to provide a reference to it in the response. Each letter is presented first, followed by responses.

	<u>Commenter</u>	<u>Page</u>
1.	Terry Roberts, Director, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	8-10
2.	Terry Roberts, Senior Planner, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	8-13
3.	Elmer Alvarez, IGR/CEQA Branch Chief, California Department of Transportation, District 7, Regional Planning	8-15
4.	Edmund J. Pert, Regional Manager South Coast Region, California Department of Fish and Game	8-17
5.	Jeff Pratt, FCGMA Executive Officer, Fox Canyon Groundwater Management Agency	8-23
6.	Tricia Maier, Manager, County of Ventura, Resource Management Agency	8-32
7.	Alicia Stratton, Ventura County Air Pollution Control District	8-34
8.	Nazir Lalani, Deputy Director, County of Ventura, Public Works Agency, Transportation Department	8-37
9.	Rick Viergutz, WPD-Groundwater Section, Ventura County Watershed Protection District, Groundwater Section	8-41
10.	Brian Trushinski, WPD-Floodplain Management, Ventura County Watershed Protection District, Advanced Planning Section	8-46
11.	Jacob Lieb, Manager, Southern California Association of Governments, Assessment, Housing and EIRs	8-49



<u>Commenter</u>	<u>Page</u>
12. Kai Luoma, Deputy Executive Officer, Ventura Local Agency Formation Commission	8-58
13. Joseph Richards, Assistant Superintendent, Business Services, Ventura Unified School District	8-65
14. Michael Solomon, General Manager, United Water Conservation District	8-67
15. Nancy Williams, Local Public Affairs Region Manager, Southern California Edison Company	8-72
16. Board of Directors, San Buenaventura Conservancy	8-75
17. Board of Directors, San Buenaventura Conservancy	8-83
18. Susie Ruiz-Parra and Julie L. Tumamait, Barbareno/Ventureno Band of Mission Indians Members	8-85
19. Terry Roberts, Senior Planner, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	8-88
20. J. Whiteford, Captain, Commander, Department of California Highway Patrol, Ventura Area	8-90
21. Pat Pillow, Ventura Resident	8-92
22. Colin Chappell, Ventura Resident	8-99
23. Daniel Cormode, East Ventura Community Council	8-105





ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

June 30, 2009

Letter 1

Margaret Ide
City of San Buenaventura
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099

Subject: Saticoy & Wells Community Plan and Development Code Draft EIR
SCH#: 2006081139

Dear Margaret Ide:

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 June 29, 2009, 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
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2006081139
Project Title Saticoy & Wells Community Plan and Development Code Draft EIR
Lead Agency San Buenaventura, City of

Type EIR Draft EIR
Description The Community Plan and Development Code are designed to implement goals of the 2005 Ventura General Plan through smart growth development policies and form-based development standards. The proposed Saticoy & Wells Community Plan and Development Code involve an amendment to the 2005 Ventura General Plan and Ventura Municipal Zoning Code. The Community Plan & Development Code documents include goals, policies, and form-based urban development standards designed to facilitate orderly development within the proposed project area and to promote conservation of natural resources, provide neighborhood connectivity, and provide opportunities for a range of housing and neighborhood uses.

Lead Agency Contact

Name Margaret Ide
Agency City of San Buenaventura
Phone 805 654-7727 **Fax**
email
Address 501 Poli Street
P.O. Box 99
City Ventura **State** CA **Zip** 93002-0099

Project Location

County Ventura
City Ventura
Region
Lat / Long
Cross Streets Wells Rd and Telegraph Rd
Parcel No. multiple
Township **Range** **Section** **Base**

Proximity to:

Highways 126,118
Airports
Railways Santa Paula Branch
Waterways Santa Clarita River
Schools Citrus Glen, Saticoy
Land Use PLU: Neighborhood Low, Med, and Hi; Com; Public and Institutional;
Z: R-1, R-2, R-3, RPD, MHP; O-P;CPD; M-1

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 05/14/2009 **Start of Review** 05/14/2009 **End of Review** 06/29/2009

Letter 1

COMMENTER: Terry Roberts, Director, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

DATE: June 30, 2009

The letter from the State Clearinghouse indicates those agencies that received copies of the DEIR for review and comment. Further, it acknowledges that the City has complied with the State Clearinghouse review requirements for DEIRs, pursuant to the CEQA. No response is necessary.





STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

July 1, 2009

Letter 2

Margaret Ide
City of San Buenaventura
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099

Subject: Saticoy & Wells Community Plan and Development Code Draft EIR
SCH#: 2006081139

Dear Margaret Ide:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on June 29, 2009. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2006081139) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

Letter 2

COMMENTER: Terry Roberts, Senior Planner, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

DATE: July 1, 2009

This is a cover letter from the State Clearinghouse forwarding comments that were received after the close of the state review period. No response is necessary.



DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-6696
FAX: (213) 897-1337

Letter 3



*Flex your power!
Be energy efficient!*

IGR/CEQA No. 090517AL, DEIR
Saticoy & Wells Community Plan and Development
Code Draft EIR
Vic. VEN-126 / PM R5.21
SCH # 2006081139

June 23, 2009

Ms. Margaret Ide
Associate Planner
City of San Buenaventura
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099

Dear Ms. Ide:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Community Plan and Development Code are designed to implement goals of the 2005 Ventura General Plan through smart growth development policies and form-based development standards.

Caltrans concurs with the planned roadway improvements in Table 4.15-4 (Page 4.15-10) City of Ventura Committed Roadway Network Improvements. Please work with Caltrans when the mentioned State facility improvements are underway.

On Table 4.15-5 (page 4.15-12) the project will generate a total of 27,427 Average Daily Traffic (ADT). This traffic volume may have a regional traffic impact on US-101 in 2025 when this community plan is fully implemented. Please provide a traffic discussion or traffic analysis at the junction of SR-126 and US-101, mainline US-101 from Vineyard Ave. to Ojai Freeway (SR-33), and Vineyard Ave. (SR-232).

If you have any questions, please feel free to contact me at (213) 897-6696 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 090517AL.

Sincerely,

A handwritten signature in black ink that reads "Elmer Alvarez".

ELMER ALVAREZ
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse 8-15

Letter 3

COMMENTER: Elmer Alvarez, IGR/CEQA Branch Chief, California Department of Transportation, District 7, Regional Planning

DATE: June 23, 2009

Response 3

The commenter states an opinion that the development accommodated by the proposed project may have a significant regional traffic impact on U.S. 101 in 2025. The commenter requests that additional traffic analysis be prepared to study impacts at the junction of SR 126 and U.S. 101, mainline U.S. 101 from Vineyard Avenue (SR 232) to the Ojai Freeway (SR 33). The EIR tiers off of the City of Ventura 2005 General Plan analysis. As indicated on page 4.15-11:

The traffic analysis prepared for the 2005 General Plan...was based on growth assumptions for all of the various planning sub-areas of the City, including the Project Area. A comparison of the growth forecast for the Project with the assumptions used for the 2005 General Plan FEIR traffic model reveals that the Project would accommodate a comparable level of development at buildout as that assumed for the 2005 General Plan, resulting in comparable roadway and intersection impacts.

The analysis studies those intersections within the Project Area vicinity that would receive the most traffic from accommodated development. It is known that traffic disperses with increased distance from a point. Therefore, the segments or junctions identified by the commenter were not studied due to the distance from the project site and the issue of attributing accommodated development to freeway traffic. The commenter is directed to the 2005 General Plan traffic analysis as it analyzed the on/off ramps along SR 126, U.S. 101, and SR 33, including the interchanges and mainline sections mentioned by the commenter. Significant impacts were not identified at any of those locations under the 2025 growth scenario. Further, it should be noted that the commercial development facilitated by the Project is intended to serve residents of the Project Area vicinity, and would likely reduce the need for residents in the area to travel west along SR 126 for shopping trips.



California Natural Resources Agency
DEPARTMENT OF FISH AND GAME
 South Coast Region
 4949 Viewridge Avenue
 San Diego, CA 92123
 (858) 467-4201
 http://www.dfg.ca.gov

ARNOLD SCHWARZENEGGER, Governor
DONALD KOCH, Director



Letter 4

June 29, 2009

Ms. Margaret Ide, Associate Planner
 City of San Buenaventura, Community Development Department
 501 Poli Street, P.O. Box 99
 Ventura, CA 93002-0099
 FAX #: (805) 653-0763

Subject: Draft Environmental Impact Report for Saticoy and Wells Community Plan and Development Code, Ventura City, SCH # 2006081139

Dear Ms. Ide:

The Department of Fish and Game (Department) has reviewed the Draft Environmental Impact Report (DEIR) for the Saticoy and Wells Community Plan and Development Code. The project area consists of approximately 1,000 acres that include roughly 565 acres within the City of Ventura and 435 acres in unincorporated Ventura County. The Community Plan and Development Code are designed to implement goals of the 2005 Ventura General Plan through smart growth development policies and form-based development standards.

We prepared the following statements and comments pursuant to our authority as Trustee Agency with jurisdiction over natural resources affected by the project under the California Environmental Quality Act (CEQA Section 15386) and Responsible Agency (Section 15381) over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq.) and Fish and Game Code Section 1600 et seq. regarding impacts to streams and lakes.

As referenced in the DEIR, the California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with the City of Ventura to minimize impacts to fish and wildlife resources with a focus on these stressors.

The Department appreciates the opportunity to comment on this DEIR and applauds the City's 2005 General Plan Policies and Actions Chapter, outlined on page 4.4-10 of this DEIR. Many of the Actions under Policy 1B (Increase the area of open space protected from development impacts), apply to this Community Plan. The Department supports Action 1.8 to buffer barrancas and creeks within the project area and Action 1.10 to remove concrete channel structures as funding allows. The Department staff offers assistance to work with City staff to obtain grants to restore portions of Browns Barranca and Wason Barranca within the project area. These restoration opportunities will enhance the biological function of these water conveyances. The Department staff also offers to work with City staff to evaluate the properties adjacent to the Santa Clara River that may have Land Conservation Act (LCA) opportunities. Policy 11 A also supports these same concepts, to restore and maintain critical environmental habitats, such as the Brown and Franklin Barrancas and the Santa Clara River, as vital

4.1

Conserving California's Wildlife Since 1870

components of the natural resource system for wildlife habitat. The policy actions of requiring incorporation of aesthetic and ecologically sensitive designs treatment also apply to this project.

4.1

The Department in general concurs with the proposed biological mitigation measures within the DEIR and recommends further clarification language outlined below be included in the EIR to further conserve biological resources:

Impacts to Biological Resources

Mitigation Measure BIO-3(a): Pre-construction Surveys is designed in this DEIR to protect special status wildlife species and states "A preconstruction presence/absence survey will be required within 30 days prior to any development proposed within natural habitat to determine the presence of special-status wildlife species. Prior to commencement of grading operations or other activities involving disturbance of natural habitat, a survey shall be conducted to locate potential special-status wildlife species within 100 feet of the outer extent of projected soil disturbance activities. If a special-status wildlife species is observed, the locations shall be clearly marked and identified on the construction/grading plans. A biological monitor shall also be present at the initiation of vegetation clearing to provide an education program to the construction operators regarding the efforts needed to protect the special-status species. Fencing or flagging shall be installed around the limits of grading prior to the initiation of vegetation clearing."

4.2

The Department recommends that pre-construction surveys for burrowing owls also be conducted on ruderal habitat not just native habitat in the project area because of how burrowing owls use of these types of open space. If burrowing owls are observed, the Department recommends consultation with our staff prior to construction to develop a conservation action plan.

The Department requires that if a State or Federal listed wildlife species is observed during pre-construction surveys that the Department and or the U.S. Fish and Wildlife Service are consulted prior to any project action. This language should be included in this mitigation measure because the measure, as written, is misleading to the action needed if a listed species is observed. The DEIR text outlines the need for "take permits" as required if listed species are found and the mitigation measure should outline those actions.

The Department also recommends that the following language be included in the mitigation measure or in a separate mitigation measure to protect nesting birds.

- a. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- b. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

4.3

- c. If avoidance of the breeding bird season is not feasible, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent should arrange for weekly bird surveys to detect protected native birds occurring in the habitat that is to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys should be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the project proponent should delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest. Construction personnel should be instructed on the sensitivity of the area. The project proponent should record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

4.3

The Department recommends that the above concerns be addressed in the CEQA document for the project.

Thank you for this opportunity to provide comment. Please contact Mr. Dan Blankenship, Staff Environmental Scientist, at (661) 259-3750 if you should have any questions and for further coordination on the proposed project.

Sincerely,



Edmund J. Pert
Regional Manager
South Coast Region

cc: Ms. Helen Birss, Los Alamitos
Ms. Betty Courtney, Newhall
Mr. Dan Blankenship, Newhall
State Clearinghouse, Sacramento

Letter 4

COMMENTER: Edmund J. Pert, Regional Manager South Coast Region, California Department of Fish and Game

DATE: June 29, 2009

Response 4.1

The commenter applauds the City of Ventura and the Community Plan for actions and plans indicated in the DEIR to buffer existing barrancas and remove concrete channels within the Project Area. The California Department of Fish and Game (CDFG) offers assistance with the implementation of these plans and with evaluation of properties along the Santa Clara River. As the comment does not pertain to the adequacy of the DEIR, no response is necessary.

Response 4.2

The commenter indicates that the CDFG generally concurs with the DEIR analysis, but requests additional clarification of DEIR mitigation measure BIO-3. The commenter recommends that additional clarification or new mitigation measures for burrowing owl surveys be completed prior to construction. Mitigation measure BIO-3 has been expanded to specifically cover burrowing owls with pre-construction surveys. The mitigation shall be noted as BIO-3(b) and shall read as follows:

BIO-3(b) Burrowing Owl Pre-construction Surveys. A pre-construction presence/absence survey shall be conducted for burrowing owls 30 days prior to ground disturbance/vegetation clearing within the ruderal habitats of Project Area open space as well as the burrowing owl's preferred habitats. If burrowing owls are observed, CDFG shall be consulted prior to construction to develop a conservation plan, including active relocation and/or passive relocation (the use of one-way doors and collapse of burrows). Any relocation efforts shall be conducted outside of the nesting season (approximately March 1 - September 15), and take of an active nest shall be avoided.

All mitigation measures following the above mentioned BIO-3(b) will be re-numbered to the next letter in alphabetical order. For example, BIO-3(c) in the DEIR will be BIO-3(d) in the FEIR.

Response 4.3

The commenter recommends that mitigation be added to protect nesting birds. The commenter's suggested mitigation measure under subsection a) of the commenter's letter is located within Section E, *Regulatory Setting*, of the DEIR on page 4.4-9 and will



not be included as a mitigation measure as it is a regulation. The other comments (b and c) provided shall be addressed by expanding mitigation measure (BIO-3) in the FEIR. The measure will read as follows:

BIO-3(g) Nesting Bird Protection. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1 through August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

If avoidance of the breeding bird season is not feasible, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent should arrange for weekly bird surveys to detect protected native birds occurring in the habitat that is to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys should be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the project proponent should delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat), or as determined by a qualified biological monitor, until August 31. Alternatively, the qualified biologist could continue the surveys in order to location any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest, or as determined by a qualified biological monitor. Construction personnel should be instructed on the sensitivity of the area. The project proponent should record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

Once the pre-construction bird surveys are conducted by a qualified biologist during the proper seasons, the report results, including survey dates, exact species observed, location of species onsite, and nesting/breeding behavior observed, shall be submitted to the City and other necessary regulatory agencies for review and approval. No construction shall begin prior to this approval.

FOX CANYON GROUNDWATER MANAGEMENT AGENCY

A STATE OF CALIFORNIA WATER AGENCY



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EXECUTIVE OFFICER
Jeff Pratt, P.E.

Letter 5

June 29, 2009

Margaret Ide, Associate Planner
City of San Buenaventura
Community Development Department
501 Poli Street,
P.O. Box 99
Ventura, CA 93002-0099

**SUBJECT: SATICOY & WELLS COMMUNITY PLAN & CODE (SCH# 2006081139) - MAY 2009
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)**

We have reviewed the DEIR which proposes to increase groundwater extractions. We believe the proposal represents a significant impact not adequately evaluated in the Saticoy area.

The City of Ventura states that three water sources will be used to supply water to the project: 1) groundwater from wells, 2) surface water from the Ventura River, and 3) Lake Casitas. In terms of proposed annual extractions the applicant groups each of these three sources together as one source thereby smoothing out any negative effects on any on particular water source (i.e. the Oxnard Forebay groundwater basin). Doing so erroneously underestimates a significant impact to groundwater.

5.1

The Saticoy Yard well is proposed to produce groundwater from the Oxnard Forebay groundwater basin. This groundwater basin has unique features that are not described in the DEIR. Although the Oxnard Forebay aquifer is not in overdraft, it is used to recharge groundwater in overdrafted aquifers in the Oxnard Plain. The need to recharge these aquifers includes reducing seawater intrusion. Any net reduction of recharge to this area, such as through increased extractions from the Saticoy Yard well need to be more carefully considered in the subject DEIR. The interrelation of the Oxnard Forebay and the Oxnard Plain is critical, but also was not addressed in the DEIR.

5.2

Table 4.14-1 of the DEIR "Historic and Projected Water Source Supply Availability" lists that the City of Ventura's historic groundwater extractions from the Mound Basin, the Oxnard Plain Basin, and the Santa Paula Basin in 2007 were 10,098 acre feet. Projected groundwater extractions from the same basins in 2008 increase to 13,300 acre feet. Starting in 2010, the City of Ventura proposes increases in extraction from the Oxnard Forebay basin by bringing online the Saticoy Yard well. In 2013 and 2018 the City of Ventura proposes a total groundwater extraction of 15,200 acre-feet. The projected extraction from the Saticoy Yard well is 2,400 acre feet per year.

Total Oxnard Forebay groundwater extractions reported to the Fox Canyon Groundwater Management Agency (FCGMA) for the period 1992 to 2007 vary greatly, from a low of about 16,000 acre feet in 1996, to almost 32,000 acre feet in 2007, the highest extraction year for this period. The long term average reported extraction from the basin (1992-2007) is approximately 23,000 acre feet per year.

5.3

The proposed extraction from the Saticoy Yard well relative to the long term average described above represents an approximate 10% increase, and the proposed extraction relative to the highest extraction year on record is approximately a 7.5% increase.

June 29, 2009

We believe the proposed increases in groundwater extractions from the Oxnard Forebay via the Saticoy Yard well are (10% higher than the long term average) significant. We also believe the proposed increase in extraction will reduce the amount of water in the aquifer available necessary to abate seawater intrusion.

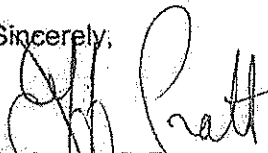
5.4

Section 10.1.8 FCGMA Boundary, of the "2007 Update to the Fox Canyon Groundwater Management Agency Groundwater Management Plan" (attached) adopted by the FCGMA Board on May 23, 2007, describes the area of the Saticoy Yard well as hydrogeologically connected to aquifers within the FCGMA's jurisdiction. In addition, the United Water Conservation District has completed studies which found that the Saticoy Yard well and surrounding nearby area is within the Oxnard Forebay groundwater basin and should be within the FCGMA Boundary.

5.5

If you have any questions please call me at (805) 654-2073, or Rick Viergutz at (805) 650-4083.

Sincerely,



Jeff Pratt, P.E.
FCGMA Executive Officer

Attachment: Section 10.1.8 of the 2007 Update to the Fox Canyon Groundwater Management Agency Groundwater Management Plan

**2007 Update to the
Fox Canyon
Groundwater Management Agency
Groundwater Management Plan**



Prepared by

**Fox Canyon Groundwater Management Agency
United Water Conservation District
Calleguas Municipal Water District**

May 2007

The FCGMA-wide strategy of pumping reductions across all FCGMA basins engenders the most discussion of whether this is appropriate in all cases. As discussed in section 9.5 *Continuation of 25% Pumping Reduction*, these reductions are appropriate across all FCGMA basins as long as there is overdraft in all basins. It would be appropriate, however, to re-evaluate any future additional pumping reductions by examining each basin separately.

10.1.7.2 Potential Effectiveness

The current strategy of allowing specific policies to address individual basin problems is the most effective means of addressing the overdraft and water quality problems within the FCGMA.

10.1.8 FCGMA Boundary

10.1.8.1 Description

The FCGMA boundary is defined as the outer edge of Fox Canyon Aquifer. In most areas, this outer edge is either the outcrop of the Fox Canyon Aquifer (such as along the north and east flanks of the Las Posas basin) or is the point where the Fox Canyon Aquifer overlies older rocks (such as along the east side of the Pleasant Valley basin). However, along the western boundary of the FCGMA, it is defined as the western edge of the Oxnard Plain Forebay and Oxnard Plain basins (west of which the Fox Canyon Aquifer is not identified). Thus, this western boundary is also the boundary between the Oxnard Plain and Mound basins or the Oxnard Plain Forebay and Santa Paula basins.

Recent work done as part of the Santa Paula Basin Stipulated Judgment has moved the southern boundary of the Santa Paula basin farther north to coincide with the current known location of the Oak Ridge fault. This boundary of the Santa Paula basin was agreed to by experts working for the parties in the Santa Paula Basin Stipulated Judgment, including UWCD, the city of San Buenaventura, and the Santa Paula Basin Pumpers Association. In addition, UWCD groundwater staff have carefully monitored groundwater elevations in wells on both sides of this Santa Paula basin boundary and have confirmed that groundwater elevations south of the adjudicated basin boundary respond to recharge operations in the Oxnard Plain Forebay basin, whereas groundwater elevations to the north of the boundary do not. In addition, there is a significant discontinuity in groundwater elevations from one side of this boundary to the other.

The practical effect of this change in the Santa Paula basin boundary is that there is now a small region between the old and new boundary of the Santa Paula basin (Figure 28) that is not managed under either the Santa Paula Basin Stipulated Judgment or FCGMA rules and regulations. Because this area is in hydrologic continuity with the remainder of the Oxnard Plain Forebay basin, it would be appropriate to move the FCGMA boundary slightly north and east to coincide with the reinterpreted boundary of the Santa Paula basin and to reflect the reality of the continuity of this area with the Oxnard Plain Forebay basin. It is recommended that the FCGMA consider making this boundary change based on the technical information available.

10.1.8.2 Potential Effectiveness

By allowing a strip of land to be unmanaged through either the Santa Paula Stipulated Judgment or the FCGMA, it is possible to site wells on this strip of land and directly benefit from the significant recharge that takes place in the Oxnard Plain Forebay basin, meanwhile adversely affecting downgradient portions of the aquifers that rely on this recharge to repel seawater intrusion. By bringing this area into the FCGMA, wells sited in a strip of land will appropriately be subject to FCGMA extraction allocations and other management strategies. If the land described here is not brought into the FCGMA, it could invite unmanaged pumping that would adversely affect the basins within the FCGMA.

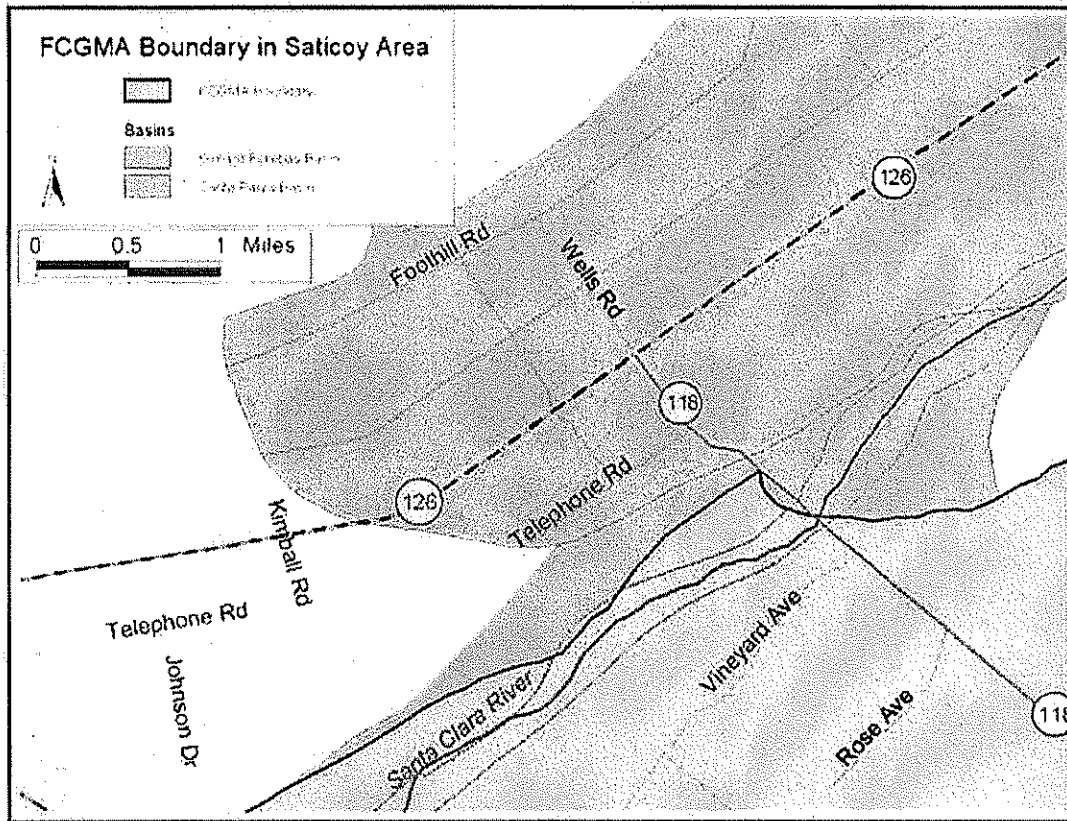


Figure 28. Area southeast of Santa Paula basin where FCGMA boundary is not coincident with current basin boundaries. The yellow area represents the portion of the Oxnard Forebay basin which is currently outside of the FCGMA.

10.1.9 Irrigation Efficiency Calculations

10.1.9.1 Description

Current FCGMA policies allow agricultural pumpers to meet a crop efficiency standard for their irrigation as an alternative to the Historical or Baseline allocation and credit program. This option is called the Irrigation Efficiency allocation. FCGMA efficiency calculations are based on daily information from a set of weather information gathering stations maintained across the FCGMA. Water demand for an index crop (cool season grass) is calculated daily. A crop factor is then applied to this index water demand to adjust the required water demand downward for four major categories of crops grown within the FCGMA. The final step in calculating crop irrigation efficiency is to adjust for 80% irrigation efficiency by taking the annual allowed water demand for each of the four major crop types and allowing an extra 20% water use for salt leaching and irrigation-system inefficiencies. The Irrigation Efficiency allocation was intentionally designed to make it possible for growers to sustain profitable agriculture within the FCGMA, but at the same time raise awareness of water conservation. The FCGMA should review the effectiveness of the efficiency allocation periodically to ensure that it being equitably applied.

In practice, Irrigation Efficiencies that pumpers report to the FCGMA are as a rule quite high – 100% to as much as 300% (water use as little as one third of estimated demand). This

Letter 5

COMMENTER: Jeff Pratt, FCGMA Executive Officer, Fox Canyon Groundwater Management Agency

DATE: June 29, 2009

Response 5.1

The commenter states an opinion that the DEIR combines the three available water supply sources in the analysis so that it “smoothes” out any negative effects on any particular water source. The commenter further states an opinion that the analysis erroneously underestimates a significant impact to groundwater, but does not say specifically what the impact is.

The DEIR analysis is based on information provided in the City’s 2008 Biennial Water Supply Report, which was just adopted in September of 2008. The Biennial Water Supply Report is produced every two years and characterizes City supplies and infrastructure for a 10-year future period. The Biennial Water Supply Report indicates that future supplies are adequate to serve existing and future projected demand through 2018. The Biennial Water Supply Report is produced in addition to the Urban Water Management Plan (UWMP), which characterizes water supplies over a 20-year period, but is only produced every five years. The most recent UWMP was produced in 2005, which documented that future supplies are adequate to serve projected growth under the 2005 General Plan Update through 2025.

The City’s supply includes multiple water sources because each of these sources contributes to the City’s domestic water supply. As indicated on page 4.14-1 of the DEIR, the water for the City is provided in the following order: 1) Ventura River, 2) Lake Casitas, 3) groundwater basins. The City conjunctively uses its water resources and maintains the ability to change its operations in response to seasonal or annual changes in supplies.

Response 5.2

The commenter indicates that the DEIR does not describe the unique features of the Oxnard Forebay groundwater basin. The commenter further states that any net reduction of such discharge to this area, including increased extractions from the Saticoy Yard well, needs careful consideration in the DEIR. The commenter states an opinion that the interrelation of the Oxnard Forebay and the Oxnard Plain is critical and not addressed in the DEIR.

The EIR evaluates the effects of the proposed project, which is the Saticoy-Wells Community Plan. The analysis of the environmental effects with respect to water resources is based upon adopted documents including the 2008 Biennial Water Supply Report and the 2005 Urban Water Management Plan. This EIR does not specifically

evaluate the Saticoy Yard Well as a project. It is noted that the 2008 Biennial Water Supply Report indicates the following about the Oxnard Groundwater Basin.

Wells near the Buena Ventura 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, two 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 2,600 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 5,472 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 5,198 AFY, in 1995 it was reduced to 4,925 AFY, and further in 2000 to its current allocation of 4,651. This allocation will further be reduced as follows:

Years	Amount (AFY)
2009	4,378
2010	4,104

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 28,821 AF in the GMA bank as of the end of calendar year 2007. 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.

As indicated in Section 4.14, *Utilities and Service Systems*, development accommodated by the proposed Community Plan would increase the net water demand in the City. However, this increase was determined to be within the future projected water demand as analyzed in the 2008 Biennial Water Supply Report. Water supplies for planning purposes are determined by the City's the Biennial Supply Report and Urban Water Management Plan. These sources identify a surplus of water supply through the year 2018 and 2025 that would accommodate the buildout of the Project Area. It should be emphasized that future development within the Project Area is within the parameters considered in the above mentioned studies. Moreover, at the time individual projects

come forward, any discretionary projects would be subject to CEQA and subsequent environmental review, including whether adequate water supplies and infrastructure are present to serve the project.

Response 5.3

The commenter cites numbers from Table 4.14-1 of the DEIR and indicates that based on existing documented usage, the potential future groundwater allocations for 2008 and beyond rely too heavily on groundwater extractions. The commenter further states an opinion that the proposed increases in extraction will reduce the amount of water necessary to abate seawater intrusion.

It should be noted that table 4.14-1 is from the 2008 Biennial Water Supply Report, and that the future allocations are indicated as the maximum amount that could be extracted. In reality, based on population increases of 0.88% within the City and 0.35% within the unincorporated areas of the City (2008 Biennial Water Supply Report), demand would be less than the available supplies and the City would not extract more than necessary. The 2008 Biennial Water Supply Report indicates the following supplies and demands through 2018.

City of Ventura Future Supplies and Demand

Year	Projected Planning Area Population (1)	Projected Water Demand (2)	Projected Water Supply (3)	Additional Water Supply Needed? (4)
2008	112,006	21,161	28,800	No
2013	116,920	22,046	29,900	No
2018	122,052	22,969	29,900	No

Source: Table 5 in 2008 Biennial Water Supply Report, September 2008.

1. Projected Planning Area Population is from Table 3 of the 2008 Biennial Water Supply Report.

2. Projected water demand is from Table 4 of the 2008 Biennial Water Supply Report and includes oil and raw water use.

3. Projected water supply is from Table 1 of the 2008 Biennial Water Supply Report.

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.

Therefore, even though Table 4.14-1 shows the 2008 supply as 28,000 AFY, and the 2013 supply as 29,900 AFY, this amount of additional water will not be withdrawn, as total demand for these years will range from 21-22,000 AFY. Therefore, given that the proposed future supply from the Saticoy Yard well would be 2,400 AFY (Table 4.14-1); the City could serve planned and pending growth without the well and still have a surplus of 5,454 AFY in 2013 and a surplus of 4,531 AFY in 2018.

Response 5.4

The commenter restates an opinion that the proposed Saticoy Yard Well extractions (2,400 AFY) from the Oxnard Forebay Basin are 10% higher than the long term basin



average (23,000 AFY) and will reduce the amount of water in the aquifer that is available to abate seawater intrusion.

The 2,400 AFY extractions from the Saticoy Yard Well are part of the City's long term water supply plan. The City will not extract more than is necessary to serve demand and is not likely to extract 2,400 AFY immediately once the well comes online. As indicated in the above table, there is about 6,931 AFY surplus when comparing supply and demand for 2018. Therefore, even without extractions from the Saticoy Yard well, the City would have enough water to serve the project.

Response 5.5

The commenter provides background information as to which aquifers may be hydrologically connected to the aquifer from which the Saticoy Yard Well will be withdrawing water. The commenter further asserts an opinion that the Saticoy Yard Well should be within the jurisdiction of the Fox Canyon Groundwater Management Agency.

These comments are not on the EIR, and no further response is necessary.

June 29, 2009

Letter 6

City of San Buenaventura
Community Development Department
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099
Attn.: Margaret Ide

E-mail: MIde@ci.ventura.ca.us

Subject: Comments on DEIR for the City of Ventura Saticoy & Wells Community Plan
and Development Code

Dear Ms. Ide:

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. Additional comments may have been sent directly to you by other County agencies.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Laura Hocking, 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 Laura Hocking at (805) 654-2443.

Sincerely,



Tricia Maier, Manager
Program Administration Section

Attachment

County RMA Reference Number 06-044-1



Letter 6

COMMENTER: Tricia Maier, Manager, County of Ventura, Resource Management Agency

DATE: June 29, 2009

The submitted letter is a cover letter for a packet of comment letters from various County of Ventura agencies. No response is necessary. Please see the responses to letters 7 through 10.



Letter 7

**VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT**
Memorandum

TO: Laura Hocking/Dawnyelle Addison, Planning DATE: June 2, 2009

FROM: Alicia Stratton

SUBJECT: Request for Review of the Draft Environmental Impact Report (DEIR) for the Saticoy and Wells Community Plan and Development Code, City of Ventura (Reference No. 06-044-1)

Air Pollution Control District staff has reviewed the subject DEIR for the proposed project. The project consists of approximately 1,000 acres that include 565 acres within the City of Ventura and 435 acres in unincorporated Ventura County. The Community Plan and Development code are designed to implement goals of the 2005 General Plan through smart growth development policies and form-based development standards. The proposed Saticoy & Wells Community Plan and Development code involve an amendment to the 2005 Ventura General Plan and Municipal Code. The proposed project will provide a strategy for weaving existing neighborhoods into a more integrated community, using a strategy that includes extending bike and pedestrian trails and creating street linkages where the circulation system is presently disjointed, and revised development standards for the Saticoy & Wells area.

Chapter 4.3 addresses air quality issues of the project. The discussion of Impact Analysis beginning on Page 4.3-7 indicates that the Ventura County APCD's 25 lbs/day threshold for ROG and NOx is not used in the air quality analysis due to the broad nature of the Project. The threshold is specific to development projects, however, development projects are not proposed as part of the Community Plan and Code. Further, projects accommodated by the Project will require individual environmental review to assess air quality impacts. Potential impacts from future development are discussed in Impact AQ-2 on Page 4.3-9. We concur with this analysis and the provision of the City's Air Quality Ordinance No. 93-37, which requires developers of projects that generate emissions exceeding APCD significance thresholds to pay air quality impact fees that would be placed in a transportation demand management fund used by the City of offset project emissions through implementation of regional air quality programs. We concur also with the discussions of Impact AQ-1 (Population Consistency with the AQMP) and AQ-3 (Short-term Impacts from Construction).

7.1

The AQ-3 (Short-term Impacts from Construction) discussion on Page 4.3-11 indicates that construction of individual projects accommodated under the Project would result in temporary emissions of air pollutants and the impacts are less than significant because APCD does not have adopted significance thresholds for construction impacts because of their temporary nature. However, the initial study checklist contained in the EIR's air

7.2

quality appendix indicates a potentially significant impact for sensitive receptors to substantial pollutant concentrations. My September 19, 2006 memorandum responding to the notice of preparation for an EIR requested that a screening health risk assessment be conducted for the project to assess the potential health risks on any nearby sensitive receptors, such as schools, hospitals, day care centers, retirement homes, and residences. Moreover, we requested also that mitigation measures be identified and discussed if the assessment indicates a significant risk. Review of the EIR's air quality chapter does not include a discussion of this matter. We recommend the air quality discussion be expanded to address potential health risks on nearby sensitive receptors, such as schools, hospitals, day care centers, retirement homes, and residences.

7.2

We note that impacts from construction would accommodate approximately 1,800 new dwelling units and approximately 271,000 sq. ft. of new retail uses and would occur over the next 16 years. Therefore, in addition to the mitigation measures described on Pages 4.3-12 and 4.3-13, we recommend the following conditions be added:

1. All project construction and site preparation operations shall be conducted in compliance with all applicable VCAPCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), and rule 55 (Fugitive Dust), as well as Rule 10, (Permits Required).
2. Prior to grading and construction activities, residents of the area have access to the APCD Complaint Telephone Number (805) 654-2797 by posed signs on the project site.

7.3

If you have any questions, contact me by telephone at (805) 645-1426.

Letter 7

COMMENTER: Alicia Stratton, Ventura County Air Pollution Control District

DATE: June 2, 2009

Response 7.1

The commenter indicates that the Air Pollution Control District (APCD) concurs with the analysis prepared in the DEIR for Impacts AQ-1, AQ-2, and AQ-3. The commenter supports the use of thresholds and the provision of the City's Air Quality Ordinance to pay air quality impact fees. The concurrence with the DEIR findings is noted. No response is necessary.

Response 7.2

The commenter notes that the initial study (Appendix A) of the DEIR indicates a potentially significant impact, while the DEIR indicates a less than significant impact. Additionally, the commenter indicates that the DEIR does not include a health risk assessment for sensitive receptors and recommends one be completed for the analysis.

Initial studies often identify impacts as potentially significant for those impacts that should be studied in the DEIR. This inconsistency does not falsify the analysis included in the DEIR, as the initial study is a preliminary tool for developing the scope of the EIR. As the Project does not propose any development, conducting a health risk assessment for sensitive receptors would not be feasible as the specific parameters of any future development are unknown at this time. Impacts will be studied as appropriate on a case-by-case basis as individual projects are proposed within the Project Area.

Response 7.3

The commenter recommends two additional conditions that should be added to the list of techniques or regulations identified on page 4.3-12 and 4.3-13 of the DEIR to reduce air quality impacts associated with construction emissions. The text identified by the commenter, listed below, will be added to the FEIR text.

- All project construction and site preparation operations shall be conducted in compliance with all applicable VCAPCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), and rule 55 (Fugitive Dust), as well as Rule 10, (Permits Required).
- Prior to grading and construction activities, residents of the area shall have access to the APCD Complaint Telephone Number (805) 654-2797 by posted signs on the project site.



**PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM**

DATE: June 18, 2009

TO: Resource Management Agency, Planning Division
Attention: Laura Hocking

FROM: Nazir Lalani, Deputy Director

SUBJECT: REVIEW OF DOC 06-044-1

Notice of Availability (NOI) of a Draft Environmental Impact Report (EIR) for the **Saticoy & Wells Community Plan and Development Code**. Project area is bounded by Telegraph Road to the north, Saticoy Avenue to the west, Santa Clara River to the south, and Franklin-Wason Barranca to the east, in the city of San Buenaventura.

Lead Agency: **The City of Ventura**

The Public Works Agency -- Transportation Department has reviewed the subject NOA of a Draft EIR for the Saticoy & Wells Community Plan and Development Code. The Community Plan and Development Code are designed to implement goals of the 2005 Ventura General Plan through smart growth development policies and form-based development standards. The proposed Saticoy & Wells Community Plan and development Code involve an amendment to the 2005 Ventura General Plan and Ventura Municipal Zoning Code. The proposed project will provide a strategy for weaving existing neighborhoods into a more integrated community, using a strategy that includes extending bike and pedestrian trails and creating street linkages where the circulation system is presently disjointed, and revised development standards for the Saticoy and Wells area. The Community Plan and Development Code documents include goals, policies, and form-based urban development standards designed to facilitate orderly development within the proposed project area and to promote conservation of natural resources, provide neighborhood connectivity, and provide opportunities for a range of housing and neighborhood uses. The Project Area consists of approximately 1,000 acres that include roughly 565 acres within the city of Ventura and 435 acres in unincorporated Ventura County. It is bounded by Telegraph Road to the north, Saticoy Avenue to the west, Santa Clara River to the south, and Franklin-Wason Barranca to the east, in the city of San Buenaventura.

We have the following comments:

1. We generally concur with the comments in the Draft EIR for those areas under the purview of the Transportation Department. No project specific impacts on County roadways were identified in the Draft EIR. The EIR should evaluate and provide mitigation measures for the site-specific impacts this project may have on the County's Regional Road Network. Of particular interest to the County are the potential traffic impacts to the County roads in the Saticoy Area and the SR 118 and 34 intersection.

8.1

2. Page 4.15-12, Table 4.15-5, provides that the Project Development Potential Trip Generation is 27,427 ADT. The cumulative impact of this project, when considered with the cumulative impact of all other approved (or anticipated) development projects in the County, is potentially significant. The condition for paying the County Traffic Impact Mitigation Fee (TIMF) to address the cumulative impacts of this project on the County Regional Road Network should be included in the EIR. Based on the information from the Draft EIR, and the Reciprocal Agreement between the City of Ventura and the County of Ventura, the fee due to the County is:

8.2

$$27,427 \text{ ADT} \times \$34.55/\text{ADT} = \underline{\$947,602.85}$$

The above estimated fee may be subject to adjustment at the time of deposit due to provisions in the TIMF Ordinance allowing the fee to be adjusted for inflation based on the Engineering News Record Construction Cost Index. The above fee is an estimate only based on information provided in the IS. If the project cumulative impacts are not mitigated by payment of a TIMF, current General Plan policy will require County opposition to this project.

3. The Draft EIR indicates annexation of unincorporated areas into the City. In Annexation of Unincorporated Island Areas, (Page 4.9-8 of the Draft EIR) the section provides that presumably the City would need to file an application to annex the eight islands in the Montalvo before LAFCO will consider annexation of the 67-acre Parkland site. Therefore, we recommend that the City enter into an agreement with the County of Ventura to annex the eight islands in the Montalvo Area, prior to the annexation of the Parkland site. Furthermore, 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.

8.3

Our review of this Notice of Preparation of the DEIR 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 any questions.

Letter 8

COMMENTER: Nazir Lalani, Deputy Director, County of Ventura, Public Works Agency, Transportation Department

DATE: June 18, 2009

Response 8.1

The commenter indicates general concurrence with the DEIR traffic analysis. However, he indicates that the DEIR does not include an analysis on County of Ventura roads, nor does it include analysis or mitigation measures for site-specific impacts to the County's Regional Road Network. The commenter additionally states that he is concerned with the traffic impacts at the SR 118 and SR 34 intersections.

The DEIR includes an analysis of seventeen intersections throughout the Project Area and vicinity that represents the likely locations of where congestion might occur. Included in the intersections analyzed are the Wells Road/SR-126 westbound and eastbound ramps. SR 34 is located approximately 5.5 miles to the south of the Project Area and does not directly connect with any of the Project Area roadways. As indicated in Section 4.15, *Traffic and Circulation*, no significant impacts were identified to any of the studied intersections. Furthermore, the 2005 General Plan Update and the Parklands Specific Plan EIR analysis studied additional intersections under 2025 buildout conditions within the Project Area and vicinity and did not identify any potentially significant impacts. Specifically, the intersections of 1) Foothill Road/Wells Road, 2) State Route 118/Nardo Street, and 3) State Route 118/Vineyard Avenue were studied, but no significant impacts were identified. Finally, it should be noted that all future applicants for development within the Project Area will have to pay the County traffic impact fees per the City's reciprocal agreement with the County.

Response 8.2

The commenter states that the accommodated development associated with the proposed project combined with the cumulative projects within the County of Ventura would result in potentially significant traffic impacts; however, the commenter does not identify a potential location. Additionally, the commenter indicates that the DEIR should include the identification of the Traffic Impact Mitigation Fees (TIMF). Please see above response 8.1 for additional discussion of County roadway impacts. In addition, as mentioned above, individual developments facilitated by the Project will be required to pay TIMFs. The payment of these fees will address contributions to cumulative impacts to County roads.

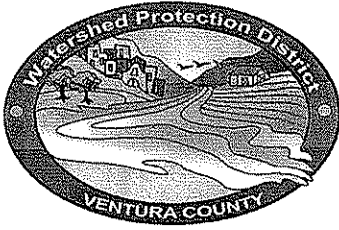
Response 8.3

The commenter recommends that the City of Ventura enters into an agreement with the County of Ventura to annex eight islands in the Montalvo Area prior to the annexation of the Parklands site. Additionally, the commenter states that cities shall annex entire



roadway sections adjacent to the territory proposed to be annexed and shall include complete intersections.

The recommendation is noted. This point of acknowledging LAFCo Policy is located on pages 4.9-7 and 4.9-8 in Section 4.9, *Land Use and Planning*.



Ventura County
Watershed Protection District
Groundwater Section

MEMORANDUM

DATE: June 25, 2009
TO: Kari Finley, RMA - Planning Division
FROM: Rick Viergutz, WPD – Groundwater Section
SUBJECT: RMA 06-044, DEIR - Saticoy and Wells Community Plan and Code (City of Ventura)

The Watershed Protection District – Groundwater Section has reviewed the above Draft Environmental Impact Report (DEIR) and provides the following comments:

A portion of the area of the proposed plan overlies the Oxnard Plain Forebay Groundwater Basin (Oxnard Forebay). The Oxnard Forebay recharges groundwater in overdrafted aquifers in the Oxnard Plain. Any net depletion of groundwater or interference with groundwater recharge in the Oxnard Forebay is a significant impact. 9.1

Mitigation Measures must be incorporated into the DEIR to maintain pre development percolation/infiltration of water (recharge) into the Oxnard Forebay in spite of future development of building pads, parking lots, and driveways etc. The DEIR should include a Mitigation Measure that all future development located within the Oxnard Forebay should provide a percolation plan and calculations, which demonstrate that no net reduction in aquifer recharge from the project. Designs should identify specific measures that will be incorporated to include, but not be limited to, reduction of impervious surface areas, construction of detention/percolation ponds, use of porous paving materials, diversion of runoff to sheet flow over landscaped areas, landscape drainage swales and soil amendment techniques to enhance percolation. All planned impervious surfaces on the project, to include parking areas, sidewalks, building footprint, etc, shall be itemized in the calculations. 9.2

Table 4.14-1 of the DEIR "Historic and Projected Water Source Supply Availability" lists the City of Ventura's historic groundwater extractions from the Mound Basin, the Oxnard Plain Basin, and the Santa Paula Basin in 2007 were 10,098 acre feet. Projected groundwater extractions from the same basins in 2008 indicate an increase to 13,300 acre feet. Starting in 2010, the City proposes initiating extraction from the Oxnard Forebay basin by bringing online the Saticoy Yard well. In 2013 and 2018 the applicant proposes a total groundwater extraction of 15,200 acre-feet (an increase of 50%, or 5,102 acre feet). The projected extraction from the Saticoy Yard well alone is projected to be 2,400 acre feet per year. 9.3

Total Oxnard Forebay groundwater extractions reported to the Fox Canyon Groundwater Management Agency (FCGMA) for the period 1992 to 2007 vary greatly, from a low of about 16,000 acre feet in 1996, to almost 32,000 acre feet in 2007, the highest extraction year for this period. The long term average extraction from the basin (1992-2007) is approximately 23,000 acre feet per year.

The proposed extraction from the Saticoy Yard well relative to the long term average above represents an approximate 10% increase, and the proposed extraction relative to the highest extraction year on record is approximately a 7.5% increase.

The Groundwater Section finds that the proposed increases in groundwater extractions from the Oxnard Forebay via the Saticoy Yard well are 10% higher than the long term average, which is significant. We do not concur with Table ES-1 Summary of Environmental Impacts and Mitigation Measures Section Utilities and Service Systems Impact U-1 as Less than Significant without Mitigation.

9.4

RV:gl

F:\wristarchive4\irma 06-044.doc

Letter 9

COMMENTER: Rick Viergutz, WPD-Groundwater Section, Ventura County Watershed Protection District, Groundwater Section

DATE: June 25, 2009

Response 9.1

The commenter states an opinion that a portion of the Project Area overlies the Oxnard Plain Forebay Basin, which recharges groundwater in overdrafted aquifers in the Oxnard Plain. The commenter further asserts that any net depletion of groundwater or interference with groundwater recharge in the Oxnard Forebay is a significant impact.

The proposed project is a community plan and development code for the Wells Saticoy area. Under the plan, the Project Area would continue to develop as was generally envisioned in the 2005 General Plan Update. The proposed project (community plan) provides additional guidelines for development in terms of neighborhoods, streetscapes, building types and parks. The proposed project will be served with utilities, including water by the City of Ventura in accordance with existing programs and policies. The City conjunctively uses its water resources and maintains the ability to change its operations in response to seasonal or annual changes in supplies. The City's 2005 Urban Water Management Plan and the 2008 Biennial Water Supply Study both indicate that future supplies are adequate to serve development through 2018 (Biennial Water Supply Study) and 2025 (2005 UWMP). Please refer to responses 5.1, 5.2, and 5.3.

Response 9.2

The commenter asserts that mitigation measures need to be incorporated to maintain pre-development infiltration rates. The commenter recommends that every future development within the Project Area provide a percolation plan as part of the process, showing calculations that ensure no net loss of runoff.

The new municipal stormwater management permit for the County will go into effect within the next 2-3 years. The City is working on designing an implementation strategy that will be enforced during the plan check process and with City ordinance revisions. The new permit requirements will essentially require retention and on-site treatment of 95% of the site runoff from up to a ¾ inch storm. Moreover, no more than 5% of a site will be directly connected to a storm drain system. The permit requirements will apply to both new development and redevelopment. In the event that full retention is not available, the developers will be able to purchase treatment mitigation under certain circumstances. In addition, the Saticoy & Wells Community Plan includes the following goals for sustainable stormwater management (page 11-31 of the May 2009 Draft Saticoy & Wells Community Plan), which will be implemented at a minimum in the interim before the new municipal stormwater permit becomes effective.



Manmade storm drainage systems should be planned and retrofitted to utilize City preferred engineering and design strategies that build upon existing natural systems and integrate new “green infrastructure” into the urban landscape. Low impact development best management practices such as bioswales, rain gardens, infiltration trenches, tree planters, amended soils, and permeable paving as well as larger “green infrastructure” systems such as linear parks and natural or constructed wetlands are among the City’s preferred alternative for new developments and redevelopment to meet stormwater treatment requirements and reduce stormwater impacts. These practices should support infill and redevelopment goals as well as compact community form, which are the primary means of minimizing impervious cover and maintaining permeable lands to prevent and reduce stormwater impacts. The selection of best practices for stormwater should be aligned with the development context.

In addition, the following Policy and Actions reinforce this goal.

Policy 11L: Promote the use of existing, natural systems for resource management.

Action 11.5.1: Require new development to maximize and preserve permeable land surfaces, to the extent feasible, for water quality protection, groundwater recharge, flood prevention and watershed health.

Action 11.5.2: Make use of existing barrancas for drainage, and utilize other naturalistic features such as bioswales, ponds, and wetlands to capture and treat runoff, decrease flooding, and recharge groundwater. Comply, at a minimum, with the current municipal National Pollutant Discharge Elimination System requirements for peak flow, stormwater quality, and runoff volume and hydromodification.

Response 9.3

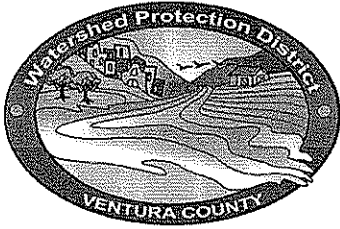
The commenter states that the future groundwater withdrawals as indicated in Table 4.14-1 are forecasted to increase by up to 50% after the Saticoy Yard Well comes online. It is noted that Table 4.14-1 shows the maximum allocations from each well; however, the maximum allocations are static (except for under the Oxnard Plain Basin, which is subject to planned decreases as indicated in response 5.2 and in Table 4.14-1). As indicated based on past groundwater withdrawals, the maximum allocation is not generally utilized (see Table 4.14-1, years 1980-2007). Please also see Responses 5.3 and 5.4 for additional discussion of supply vs. demand through the 2018-2025 planning horizon.

Response 9.4

The commenter further states an opinion that the proposed extraction from the Saticoy Yard Well (2,400 AFY) represents a 10% increase as compared with the average Oxnard

Forebay Basin extractions, and a 7.5% increase above the highest extraction year on record.

Please see responses 5.3 and 5.4.



Ventura County
Watershed Protection District
Advanced Planning Section

MEMORANDUM

DATE: June 26, 2009

TO: Laura Hocking, RMA - Planning Division

FROM: Brian Trushinski, WPD – Floodplain Management

SUBJECT: RMA 06-044-1: Draft EIR Saticoy & Wells Community Plan & Development Code

The Advanced Planning Section of the Ventura County Watershed Protection District (Floodplain Management) has reviewed the Draft EIR for the City of Ventura's Saticoy & Wells Community Plan and Development Code and notes that 435 acres of the subject study area are lands within the jurisdiction of unincorporated Ventura County. The Draft EIR does not acknowledge that some of these unincorporated lands are situated within a 1% annual chance floodplain and the Regulatory Floodway. The Draft EIR should be revised, as appropriate, to acknowledge that these lands, specifically, are subject to the provisions of the County of Ventura's Floodplain Management Ordinance and that any proposed development, including site grading and temporary or permanent storage of equipment or materials, shall require the issuance of a Floodplain Development Permit or Floodplain Clearance from the County of Ventura. We request that this also be acknowledged in the city's community plan.

Letter 10

COMMENTER: Brian Trushinski, WPD-Floodplain Management, Ventura County Watershed Protection District, Advanced Planning Section

DATE: June 26, 2009

The commenter states that the DEIR does not acknowledge that some of the County of Ventura unincorporated lands within the Project Area are situated within a 1% annual chance floodplain and the Regulatory Floodway. The commenter further states that the DEIR should be revised to acknowledge that these lands are subject to the provisions of the County of Ventura's Floodplain Management Ordinance and will require the issuance of a Floodplain Development Permit or a Floodplain Clearance from the County of Ventura.

Section 4.8, *Hydrology and Water Quality* of the DEIR discusses the existence of 100-year (1% chance floods) within the Project Area and includes Figure 4.8-1, which identifies those locations of the Project Area that are subject to flooding. However, as the commenter notes, it is not clearly spelled out that county lands would be subject to floods. As such, the section will include clarification that county lands would be subject to 100-year flooding. Additionally, the FEIR will include the acknowledgement of County ordinances and permits required for lands outside of the City of Ventura. The following changes will be made to the text of Section 4.8, *Hydrology and Water Quality*, on page 4.8-2 through 4.8-7.

Page 4.8-2

As indicated on the FEMA Flood Maps (Figure 4.8-1), portions (including both City and County lands) of the Project Area are located within the 100- and 500-year floodplains.

Page 4.8-5

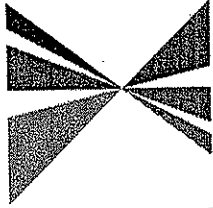
Unincorporated County lands within the Project Area are subject to the provisions of the County of Ventura's Floodplain Management Ordinance and that any proposed development, including site grading and temporary or permanent storage of equipment of materials, shall require the issuance of a Floodplain Development Permit or Floodplain Clearance from the County of Ventura.

Page 4.8-7

As indicated above in the regulatory setting, County of Ventura roadways or locations within unincorporated County lands within the 100-year flood zone would be subject to the provisions of the County of Ventura's Floodplain Management Ordinance and will require the issuance of a Floodplain Development Permit or a Floodplain Clearance



from the County of Ventura. Compliance with the above mentioned requirements would reduce flooding impacts within the 100-year flood hazard areas to a less than significant level.



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Transportation

Mike Ten, South Pasadena

June 29, 2009

Letter 11

Ms. Margaret Ide
Associate Planner
City of San Buenaventura
Community Development Department
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099
mide@cityofventura.net

RE: SCAG Comments on the Draft Environmental Impact Report for the City of Ventura Saticoy & Wells Community Plan and Development Code [SCAG No. I20090303]

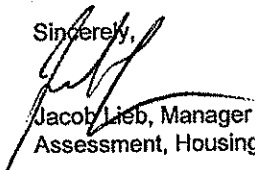
Dear Ms. Ide,

Thank you for submitting the **Draft Environmental Impact Report for the City of Ventura Saticoy & Wells Community Plan and Development Code [SCAG No. I20090303]** to the Southern California Association of Governments (SCAG) for review and comment. 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 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). 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. As the clearinghouse for regionally significant projects per Executive Order 12372, 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.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed project covers an area of 1,000 acres and is designed to implement goals of the 2005 Ventura General Plan through smart growth development policies and form-based development standards.

We have evaluated this project based on the policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Vision (CGV) that may be applicable to your project. The RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>. The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. Please provide a copy of the Final Environmental Impact Report (FEIR) for our review. If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1800. Thank you.

Sincerely,


Jacob Lieb, Manager
Assessment, Housing & EIR

DOCS# 152142

**COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
CITY OF VENTURA SATICOY & WELLS COMMUNITY PLAN AND
DEVELOPMENT CODE [SCAG NO. I20090303]**

PROJECT LOCATION

The Saticoy and Wells Community Plan and Code Area (Project Area) is located in the City of Ventura, California. The Project Area consists of approximately 1,000 acres that include roughly 565 acres within the City of Ventura and 435 acres in unincorporated Ventura County. The Project Area is bounded by Telegraph Road to the north, Saticoy Avenue to the west, the Santa Clara River to the south, and the Franklin-Wason Barranca to the east, and is located in the City of San Buenaventura, Ventura County, California.

PROJECT DESCRIPTION

The Community Plan and Development Code are designed to implement goals of the 2005 Ventura General Plan through smart growth development policies and form-based development standards. The proposed Saticoy and Wells Community Plan and Development Code involve an amendment to the 2005 Ventura General Plan and Ventura Municipal Zoning Code. The proposed project will provide a strategy for weaving existing neighborhoods into a more integrated community, using a strategy that includes extending bike and pedestrian trails and creating street linkages where the circulation system is presently disjointed, and revised development standards for the Saticoy and Wells area. The Community Plan and Development Code documents include goals, policies, and form-based urban development standards designed to facilitate orderly development within the proposed project area and to promote conservation of natural resources, provide neighborhood connectivity, and provide opportunities for a range of housing and neighborhood uses.

The Project Area is a mostly built environment. Approximately 300 acres are currently used for agriculture or are vacant land. Existing uses include residential, commercial, industrial, recreational, and agricultural.

Implementation of the proposed project would require the following discretionary approvals from the City of Ventura:

- Certification of the EIR
- General Plan Amendment to adopt the Saticoy and Wells Community Plan
- General Plan Amendment to change the amount of retail square footage under "vacant" in Table 3-2 of the General Plan from 165,000 square feet to 228,475 square feet of retail. All other allocations in Table 3-2 of the General Plan would remain the same.
- General Plan Land Use Re-Designations as indicated in Table 2-5 of this document
- Zone Change and Zoning Ordinance Text amendment for City designated parcels

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The Draft Environmental Impact Report (DEIR) should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted VCOG Subregion Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	860,606	900,355	937,372	968,698	996,106	1,013,756
Households	275,117	290,996	302,949	312,925	321,782	330,189
Employment	373,444	395,936	416,936	434,937	449,937	463,227

Adopted City of San Buenaventura Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	112,044	117,013	122,440	127,032	131,050	133,638
Households	42,346	44,838	46,925	48,665	50,210	51,677
Employment	68,249	72,626	76,606	80,017	82,860	85,379

1. The 2008 RTP growth forecast at the regional, subregional, and city levels was adopted by the Regional Council in May 2008.

SCAG Staff Comments:

The DEIR utilizes the 2008 Regional Transportation Plan regional growth forecasts.

11.1

The 2008 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:

- RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3 *Preserve and ensure a sustainable regional transportation system.*
- RTP G4 *Maximize the productivity of our transportation system.*
- RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*
- RTP G7 *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

SCAG Staff Comments:

Where applicable, SCAG staff finds that the project generally meets consistency with Regional Transportation Plan Goals. RTP G2, G3, and G7 are not applicable to this project, since it is not a transportation project.

11.2

The proposed project meets consistency with RTP G1. Mobility pertains to the speed at which one may

travel and the delay, or difference between the actual travel time and travel time that would be experienced if a person traveled at the legal speed limit. Accessibility measures how well the transportation system provides people access to opportunities, such as jobs, education, shopping, recreation, and medical care. Page 4.15-14 indicates that the only intersection that falls below Level of Service (LOS) requirements (Darling Road/Wells Road) after buildout of the plan will meet acceptable LOS requirements once mitigation measures are applied. With regard to accessibility, the proposed project area has regional access via State Route 126, and would offer a mix of uses on the project site.

11.2

The proposed project meets consistency with RTP G4. Productivity is a system efficiency measure that reflects the degree to which the transportation system performs during peak demand conditions. Per page 4.15-14, the proposed project with mitigation measures meets Level of Service standards at Community Plan buildout.

SCAG staff is unable to assess whether the proposed project meets consistency with RTP G5. Development project-specific EIRs will need to be analyzed to determine this.

The proposed project meets consistency with RTP G6. The project area has regional access via State Route 126 and is served by six bus routes operated by Gold Coast Transit.

GROWTH VISIONING

The fundamental goal of the **Compass 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.

- GV P1.1** *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2** *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3** *Encourage transit-oriented development.*
- GV P1.4** *Promote a variety of travel choices*

SCAG Staff Comments:

The proposed project meets consistency with Growth Visioning Principle 1.

The proposed project meets consistency with GV P1.1. State Route 126 provides regional access and Gold Coast Transit provides bus service to the area.

The proposed project meets consistency with GV P1.2. Page 4.12-3 indicates that the City is currently "jobs rich" with a jobs/housing ratio of 1.58:1. The project at buildout would lower the City's jobs/housing ratio to 1.51:1, which is closer to a balanced range of 1.0 to 1.3 jobs per housing unit.

11.3

With regard to GV P1.3, the proposed project meets consistency. Per page 4.9-10, "The Project includes, among its central objectives, the creation of mixed use, walkable districts proximate to existing and proposed transit options."

The proposed project meets consistency with GV P1.4. Pages 4.15-1 through 4.15-11 discuss the

various travel modes that would be accommodated in the proposed project: auto, public transit, bicycle, and pedestrian.

11.3

Principle 2: Foster livability in all communities.

- GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 *Promote developments, which provide a mix of uses.*
- GV P2.3 *Promote "people scaled," walkable communities.*
- GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

SCAG Staff Comments:

Where SCAG staff is able to assess, the proposed project generally meets consistency with Growth Visioning Principle 2.

11.4

The proposed project is partially consistent with GV P2.1. Portions of the project area are infill and would be redeveloped, but others are vacant and agricultural land.

11.5

The proposed project is consistent with GV P2.2 and P2.3. Section 2.6 (Saticoy & Wells Development Code) discusses how a mix of uses would be allowed and the plan area's walkable nature. In addition, page 4.1-10 of the DEIR states "Moreover, development facilitated by the Project, such as the Parklands Specific Plan and Hansen Specific Plan, is anticipated to create mixed-use neighborhoods that would be more pedestrian-scaled."

11.6

SCAG staff is unable to assess GV P2.4. Page 4.1-1 indicates that single-family homes exist in the project area currently, but are in need of some repair. The DEIR does not address whether these homes will be preserved or not.

11.7

Principle 3: Enable prosperity for all people.

- GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2 *Support educational opportunities that promote balanced growth.*
- GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
- GV P3.5 *Encourage civic engagement.*

SCAG Staff Comments:

Where applicable, SCAG staff finds that proposed project meets consistency. GV P3.2 is not applicable.

11.8

The proposed project meets consistency with GV P3.1. Per page 4.9-11, the proposed project would add additional housing to the City's housing stock, and would need to follow guidelines suggested by the Regional Housing Needs Assessment.

SCAG staff is unable to assess GV P3.3 and P3.4, as the DEIR does not discuss these issues.

11.9

The proposed project meets consistency with GV P3.5 as it incorporates a civic component into the overall plan.

11.10

Principle 4: Promote sustainability for future generations.

- GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
- GV P4.2 *Focus development in urban centers and existing cities.*
- GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4 *Utilize "green" development techniques*

SCAG Staff Comments:

The proposed project meets partial consistency with Growth Visioning Principle 4.

11.11

SCAG staff finds that the proposed project does not meet consistency with GV P4.1. Per page 4.2-11, the proposed project would convert 160 acres of prime farmland into non-agricultural use.

The proposed project meets partial consistency with GV P4.2. While the majority of the project area is within the incorporated City, the project area includes 435 acres that are in unincorporated Ventura County.

11.12

With regard to GV P4.3 and P4.4, Table 5-6 (Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies) and page 5-21 discuss measures the proposed project will take to better utilize resources, reduce pollution and waste, and incorporate "green" development techniques.

11.13

CONCLUSION

The proposed project generally meets consistency with SCAG Regional Transportation Plan Goals and Growth Visioning Principles.

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. Refer to the SCAG List of Mitigation Measures for additional guidance, which may be found here:
http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf

11.14

When a project is of statewide, regional, or areawide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available, in accordance with CEQA, Public Resource Code Section 21018.7, and CEQA Guidelines Section 15097 (g).

Letter 11

COMMENTER: Jacob Lieb, Manager, Southern California Association of Governments, Assessment, Housing and EIRs

DATE: June 29, 2009

Response 11.1

The commenter identifies that the DEIR utilizes the 2008 Regional Transportation Plan regional growth forecasts for its analysis. The comment is noted, though a response is not necessary.

Response 11.2

The commenter indicates that the proposed Project is consistent with the goals of the Regional Transportation Plan. This conclusion is consistent with the conclusions of the DEIR.

Response 11.3

The commenter indicates that the proposed Project is consistent with Growth Visioning Principle 1 of the Regional Transportation Plan. This conclusion is consistent with the conclusions of the DEIR.

Response 11.4

The commenter indicates that the proposed Project is consistent with Growth Visioning Principle 2. This conclusion is consistent with the conclusions of the DEIR.

Response 11.5

The commenter indicates that the proposed Project is partially consistent with Growth Visioning Principle 2.1. The commenter states that portions of the Project Area are infill and would be redeveloped, while others include a mix of vacant and agricultural land.

The commenter is correct in stating that the proposed Project would facilitate infill development and a certain amount of agricultural land conversion. The agricultural areas identified for possible future conversion to non-agricultural use were identified for such conversion in the 2005 General Plan. Though currently agricultural, these areas are also largely “infill” properties insofar as they are islands of agriculture surrounding by non-agricultural uses.

Response 11.6

The commenter indicates that the proposed Project is consistent with Growth Visioning Principle 2.2 and 2.3. This conclusion is consistent with the conclusions of the DEIR.



Response 11.7

The commenter indicates that SCAG staff is unable to determine whether the proposed Project is consistent with Growth Visioning Principle 2.4. The commenter states an opinion that the DEIR does not address whether homes within Project Area will be preserved or not. As indicated in Section 2.0, *Project Description*, the Project does not propose any specific demolition of existing residences or conversion of residential neighborhoods to other uses. As such, although individual residences may be demolished over time, the Project does not propose any general change of land use for existing residential areas.

Response 11.8

The commenter indicates that the proposed Project is consistent with Growth Visioning Principle 3.1. The commenter also states that Principle 3.2 is not applicable. This conclusion is consistent with the conclusions of the DEIR.

Response 11.9

The commenter states that SCAG staff is unable to determine consistency with Growth Visioning Principles 3.3 and 3.4 because the DEIR does not discuss the issues. Principles 3.3 and 3.4 area as follows:

GV P3.3 – Ensure environmental justice regardless of race, ethnicity or income class

GV P3.4 – Support local and state fiscal policies that encourage balanced growth.

The Project's purpose is to enhance the Saticoy & Wells community for all races, ethnicities, and income classes. It does not facilitate any hazardous uses that would pose risk to disadvantaged communities. As such, the proposed DEIR is consistent with CEQA guidelines. The Project attempts to improve the Project Area for all of its residents. In response to Principle 3.4, impact PH-2 on page 4.12-3 indicates that development accommodated by the Project would move the City towards a "balanced" jobs/housing ratio. Additionally, housing and population projections are within SCAG forecasts.

Response 11.10

The commenter indicates that the proposed Project is consistent with Growth Visioning Principle 3.5. This conclusion is consistent with the conclusions of the DEIR.

Response 11.11

The commenter states the proposed Project meets partial consistency with Growth Visioning Principle 4. Additionally, the commenter states that SCAG staff finds that the



Project is inconsistent with Growth Visioning Principle 4.1 based on the conversion of 160 acres of prime farmland to non-agricultural uses.

The commenter is correct in stating that the Project would facilitate the development that would convert agricultural uses to non-agricultural uses. However, the conversion of farmland under the Project is in accordance with the long-range plan for the City of Ventura as expressed in the 2005 General Plan.

Response 11.12

The commenter states that the Project meets partial consistency with Growth Visioning Principle 4.2 because the Project Area includes both incorporated city and unincorporated county lands. Full implementation of the Project would require the transition of unincorporated County lands into City of Ventura lands as indicated on Figure 2-6. Lands within the Southeast Neighborhood would remain unincorporated County of Ventura lands.

Response 11.13

The commenter identifies Table 5-6 and page 5-21 in the DEIR as measures that the Project would take to achieve Principles 4.3 and 4.4. This conclusion is consistent with the conclusions of the DEIR.

Response 11.14

The commenter states that all feasible mitigation measures needed to mitigate negative regional impacts should be implemented and monitored, as required by CEQA. As required by CEQA, the City will adopt and implement a mitigation monitoring and reporting program to ensure compliance of future developments with adopted mitigation measures.



Letter 12

June 30, 2009

Margaret Ide, Associate Planner
City of San Buenaventura
Community Development Department
501 Poli St.
P.O. Box 99
Ventura, CA 93002-0099

Subject: Draft EIR for the Saticoy and Wells Community Plan

Dear Ms. Ide,

Thank you for the opportunity to review and comment on the draft EIR. LAFCo staff acknowledges that these comments were submitted shortly after the close of the comment period. Per our June 30, 2009 e-mail exchange, we appreciate your willingness to accept them.

Based on information provided in the draft community plan, it appears that changes to the City's jurisdictional boundaries would be necessary prior to development of certain portions of the proposed community plan. These changes would ultimately need to be reviewed and approved by LAFCo. The EIR, in its final form, will likely be used in the evaluation of these future changes. As such, LAFCo staff offers the following comments:

City's General Plan EIR

The draft EIR tiers from the EIR prepared for the City's general plan. In its July 11, 2005 comment letter regarding the City's General Plan EIR, LAFCo noted, "Given that the subject EIR does not include an analysis of several of the above noted polices [those found in Government Code Section 56000 et. seq. and in the Ventura LAFCO Commissioner's Handbook], LAFCo does not consider this EIR adequate for the purposes of any future sphere amendments or annexations unless supplemental analysis is provided." (The Commissioner's Handbook can be found on LAFCo's website at www.ventura.lafco.ca.gov).

In response, additional analysis was added to the general plan EIR, however, due to the general nature of that analysis, the response to LAFCo's comments in the Final EIR states, "As specific boundary adjustments are proposed in the future, the City will conduct analysis of applicable Government Code provisions as required by LAFCo." Any future environmental document involving a potential annexation and

12.1

which tiers from the subject EIR or the general plan's EIR should either include this supplemental analysis or, at the very least, include a reference that commits the City to providing any supplemental analysis requested by LAFCo in conjunction with the filing of future annexation proposals in the Saticoy/Wells Community Plan area.

12.1

LAFCO Policies

The provisions in the State Government Code and the local policies that the Ventura LAFCo must consider in making determinations are independent of CEQA. If an environmental document concludes that an impact related to one of these LAFCo considerations may be mitigated to a less-than-significant level, it does not necessarily mean that LAFCo will consider the impact to be resolved or consistent with state and local policies.

For instance, in the discussion under Land Use regarding consistency with LAFCo policies, the EIR concludes that, though farmland conversion was found to be a less-than-significant impact (due to the adoption of a statement of overriding considerations in the general plan EIR) the draft EIR differentiates between this finding of less-than-significant and consistency with LAFCo policies. The EIR essentially acknowledges that though the conversion of farmland may be a less-than-significant impact, it still may not be consistent with LAFCo policies. The EIR correctly concludes that LAFCo's determination of consistency with its policies will "need to be at the time of individual proposals based upon current (at that time) circumstances and the nature of the proposals."

12.2

However, under the discussion of school impacts, the EIR erroneously presumes a conclusion of consistency with a LAFCo policy based on an impact being less-than-significant. Section 3.1.6 of the Ventura LAFCo Commissioner's Handbook states:

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.

12.3

The draft EIR notes that the project would contribute to an exceedance of school capacity, but concludes that the project complies with LAFCo's policy regarding school capacity because state law considers the payment of school impact fees to be full mitigation for impacts to schools. The finding of less-than-significant for this impact may be correct from a CEQA standpoint, however the conclusion that the project is therefore consistent with LAFCo's policy is not accurate. LAFCo will determine a proposal's consistency with its policy regardless of the conclusions of the EIR. The EIR should reflect as much.

General Plan/Community Plan Polices

Two policies referenced in the draft EIR appear to be inconsistent with the Community Plan:

- Housing Element Policy 3C - Maximize use of land in the city before considering expansion.
- Community Plan Policy 11I - Continue to preserve agricultural uses in the City's Sphere of Influence and as identified in the greenbelt agreement between the City of Ventura and Santa Paula, and require new development to provide all necessary buffers.

12.4

How will the Plan ensure that areas within the city are maximized before annexations are sought? Also, how can the plan preserve agricultural uses in the City's sphere of influence, when it specifically plans for the urbanization of all of the agricultural uses within the plan area that are within the sphere of influence?

Climate Change

The draft EIR states that climate change will impact water supply and agriculture. According to the draft EIR, though the specific impacts to water supply are yet unknown, "...changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows." Regarding agricultural resources, the EIR states, "...if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater ozone pollution could render plants more susceptible to pest and disease outbreaks."

In making a determination on a change of organization proposal, LAFCo must consider the "timely availability of water supplies adequate for project needs as specified in Section 65352.5." and "(t)he effect of the proposal on maintaining the physical and economic integrity of agricultural lands" (Govt. Code Secs. 56668(k) & (e)), among other factors. If LAFCo action is anticipated, it is important for LAFCo to understand a proposal's impact on climate change, as climate change may affect both water supply and the economic integrity of agricultural lands.

12.5

In its evaluation, the draft EIR discusses which thresholds are most appropriate to determine the significance of the project's impacts to climate change. It discusses various threshold options suggested by the California Air Pollution Control Officers Association's [CAPCOA] 2008 White Paper and settles on the CAPCOA thresholds contained in Table 5-5 of the draft EIR. It should be noted that the CAPCOA White Paper is intended to discuss the various threshold options that a lead agency may consider for formal adoption, and to which all future projects will be evaluated with respect to climate change. It does not appear that the CAPCOA thresholds are

intended to be applied to specific projects on an individual basis absent formal adoption by the lead agency. Furthermore, EIR's do not establish thresholds: thresholds are established and formally adopted by the lead agency. Therefore, if the cited CAPCOA thresholds have not been adopted by the City, as the EIR appears to indicate, they cannot be the basis for a determination of significance or lack thereof. Chapter 5 of the CAPCOA White Paper discusses how a lead agency can determine impact significance without adopted thresholds.

The draft EIR calculates that the project will generate 64,870 metric tons of greenhouse gases (GHGs) each year (it appears that the GHG emissions from construction activities is not included, though they should be). Though the draft EIR cites a number of project characteristics and the incorporation of strategies to reduce GHGs, no quantifiable analysis is provided that demonstrates that the 64,870 metric tons will be reduced and by how much. Given the lack of such analysis and no determination of what constitutes a significant impact, the conclusion of no significant impact is not supported.

12.5

Finally, the draft EIR appears to base its conclusion of no cumulatively considerable impact on the project's contribution to the existing "global GHG inventory". However, a cumulatively considerable impact exists when "the incremental effect of an individual project is significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (Guidelines 15065(a)(3)) Such analysis is not provided and the finding of no cumulatively considerable impact is not supported.

Thank you for the opportunity to review and comment on the draft EIR. Please feel free to contact me should you have any questions.

Sincerely,



Kai Luoma
Deputy Executive Officer

C: LAFCo Commissioners

Letter 12

COMMENTER: Kai Luoma, Deputy Executive Officer, Ventura Local Agency Formation Commission

DATE: June 30, 2009

Response 12.1

The commenter provides history of comments and responses from the City of Ventura 2005 General Plan. Additionally, the commenter indicates that any project that tiers from the 2005 General Plan and that includes potential annexation should include a supplemental analysis on applicable Government Code provisions as required by LAFCo. The commenter also states an opinion that the DEIR should include a reference that commits the City to providing the requested LAFCo supplemental analysis. The LAFCo annexation process is identified on page 4.9-2 of the DEIR. Similar to the 2005 General Plan, the Community Plan and Code does not involve any annexations. As such, LAFCo analysis will be required of development facilitated by the Project on a case-by-case basis.

Response 12.2

The commenter indicates the difference between an impact determination in CEQA and LAFCO policy determination. Additionally, the commenter indicates that the DEIR correctly notes this distinction in Section 4.9, *Land Use and Planning*. No response is necessary.

Response 12.3

The commenter states an opinion that the DEIR erroneously presumes a conclusion of consistency with a LAFCO policy based on an impact being less-than-significant under CEQA. Further, the commenter indicates that the DEIR should reflect that LAFCo will determine a proposal's consistency with its policy regardless of the conclusions of the EIR in relation to school impacts. The DEIR includes this discussion on Page 4.9-7 of Section 4.9, *Land Use and Planning*, regarding school capacity and LAFCo's involvement. The following text is included in the DEIR.

LAFCO will not favor a change of organization where any affected school district certifies that there is not sufficient existing school capacity to serve the territory involved.

The DEIR does not make the conclusion that a less-than-significant impact under CEQA would result in consistency with LAFCO policies or that they do not apply to the Project. However, the question of whether or not the LAFCo will favor the proposed reorganization is not a CEQA issue, but one that the LAFCo will need to consider at the time the City applies to the LAFCo for a reorganization. Consistency with LAFCO policies, including school capacity, would be assessed as development proposals are evaluated.



Response 12.4

The commenter states an opinion that two of the policies (Housing Element Policy 3C and Community Plan Policy 11I) identified in the DEIR are inconsistent with the Project. As the commenter is aware, plan level documents provide a range of goals and policies that not every project is capable of meeting. By their nature, plan documents include goals and policies that may come in conflict with others as plans typically involve multiple and sometimes competing objectives. Policy 3C of the 2005 General Plan emphasizes infill-first development, but does not state that development will be exclusively limited to infill. Since adoption of the 2005 General Plan, the City has been implementing a variety of programs, such as the Downtown Specific Plan and planning efforts in Midtown and West Ventura, to encourage infill development. In addition, a number of specific infill developments have been approved and implemented. This does not, however, mean that all “greenfield” development is inherently inconsistent with the general policy. Areas identified for agricultural conversion and/or annexation within the Project Area entirely consistent with the areas identified for conversion/annexation in the 2005 General Plan. Policy 11I of the Community Plan is consistent with the Project in that it seeks to “preserve agricultural uses in the City’s Sphere of Influence (SOI)...and to require new development to provide all necessary buffers.” Although the Project would allow for development of agricultural uses to non-agricultural uses, the Policy is typically referring to agricultural lands located adjacent to the Project Area within the City’s SOI. Further, as indicated on page 4.2-10, development facilitated by the Project would be required to avoid urban/agricultural conflicts. Based on the above, no inconsistencies with 2005 General Plan or Community Plan policies are anticipated.

Response 12.5

The commenter states an opinion that the Project uses inappropriate thresholds for its climate change analysis. The commenter also states an opinion that since the Lead Agency has not adopted significance thresholds for greenhouse gas emissions, the thresholds used in the analysis cannot be the basis for determination of significance. Additionally, the commenter suggests that the DEIR does not include a quantifiable reduction analysis and states an opinion that the conclusion of no significant impact is not supported.

As indicated on page 5-11 of the DEIR,

GHG emissions and their contribution to global climate change have only recently been addressed in CEQA documents, such that CEQA and case law do not provide guidance relative to their assessment. Quantitative significance thresholds for this topic have not been adopted by the State of California, or any particular air pollution control district, including the SCAQMD.

The analysis included in the DEIR follows the preliminary direction from agencies such as the California Office of Planning and Research (OPR), the California Environmental



Protection Agency (CAL/EPA), and the California Air Resources Board (CARB). Due to a lack of established thresholds, following the guidance of these agencies would provide the best available analysis. As such, the preliminary thresholds identified in the CAPCOA white paper offer a framework to gauge the impacts of this impact.

An estimate of GHG emissions could be produced based on the estimates of future development within the Project Area. However, absent a quantitative threshold against which such estimates could be compared, such calculations would have little analytical value. Moreover, estimating emissions is further complicated by the programmatic nature of the Project, with a variety of land uses that may have overlapping vehicle trips and activities. Given the lack of available quantitative thresholds and the uncertainties regarding calculating emissions for an entire community plan, the consistency analysis with the Climate Action Teams Emission Reduction Strategies (established by Executive Order S-3-05) provides an appropriate metric to establish consistency with existing climate change regulations. As individual projects are proposed in the future, their impacts relating to global climate change will be analyzed in accordance with the then available analytical methodologies.

Letter 13

VENTURA UNIFIED SCHOOL DISTRICT

Education Service Center



255 W. Stanley Avenue, Suite
Ventura, California 93001-13
(805) 641-5000 x1202
FAX (805) 653-7856

THE POINSETTIA CITY BY THE

Business Services Divisi

June 29, 2009

DELIVERED IN PERSON ON 6/29/09

Margaret Ide, Associate Planner
City of San Buenaventura
Community Development Department
501 Poli Street
Ventura, CA 93002-0099

RECEIVED

JUN 29 2009

Community Development
PLANNING DIVISION

Dear Ms. Ide:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report for the City of Ventura Saticoy & Wells Community Plan. Although the District is well aware of Section 65995(h) of the California Government Code with respect to the limits set on fees, the issue of the impact to schools caused by new development is far more complicated than that. The Ventura Unified school District disagrees with the determination that the impact of the Saticoy & Wells plan on schools is *less than significant*.

The District and the City have worked together to begin to address some of the issues associated with school facilities, such as school site location. The District will need the City of Ventura's continued support and assistance in solving school impact issues resulting from new development. The payment of the fees determined by Government Code 65995 does not mitigate the true impact of new development on schools.

Should you have any questions, please call me at 641-5000 ext. 1202.

Cordially,

A handwritten signature in black ink, appearing to read "Joseph Richards".

Joseph Richards
Assistant Superintendent
Business Services

JR/rc

Letter 13

COMMENTER: Joseph Richards, Assistant Superintendent Business Services,
Ventura Unified School District

DATE: June 29, 2009

Response 13

The commenter indicates that the mitigating school impacts is more complicated than paying impact fees (Section 65995(h)) and that payment alone does not mitigate the impact of new development on schools. Additionally, the commenter states that the Ventura Unified School District disagrees with the “less than significant” school impact found in the DEIR. As identified in the DEIR, the Project does not propose any development, but is rather a plan for future development. As discussed in the EIR on page 4.13-14, development accommodated by the Project would be required to pay school impact fees according to Section 65995(h) to mitigate impacts.

In accordance with 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, pursuant to CGC §65994(h), impacts relating to school capacity are not significant.

The commenter’s opinion is noted for consideration by decisionmakers; however, with respect to the CEQA process and these impacts, the City of Ventura must abide by the precedent. The City’s intent is to continue working with the VUSD to address school needs, as evidenced by additional community plan policies cited on page 4.13-14 and 15 of the EIR, also shown below.

The Community Plan includes policies and actions to further encourage adequate education facilities within the Project Area.

Policy 11R Work with the Ventura Unified School District to provide for adequate public schools and learning centers to meet expected growth in the Saticoy & Wells Project Area. .

Action 11.8.1 Work with the Ventura Unified School District to ensure that school facilities are provided to serve new development in Saticoy and Wells.

Action 11.8.3 New development proposals and City thoroughfare enhancements should link new and existing school sites into a cohesive network of pedestrian-friendly streets, trails, paths, and bikeways for safe public access.



Board of Directors
Bruce E. Dandy, President
Robert Eranio, Vice President
Daniel C. Naumann, Secretary/Treasurer
Sheidon G. Berger
Lynn Maulhardt
Roger E. Orr
F.W. Richardson



Letter 14

Legal Counsel
Anthony H. Trembley

General Manager
E. Michael Solomon

UNITED WATER CONSERVATION DISTRICT

"Conserving Water Since 1927"

June 26, 2009

Ms. Margaret Ide
Associate Planner
Community Development Department
City of San Buenaventura
501 Poli Street
Ventura, CA 93002-0099

Reference: Saticoy & Wells Community Plan and Development Code Draft EIR

Ms. Ide,

United Water Staff has reviewed the Saticoy and Wells Community Plan and Development Code Draft EIR and have the following comments which are discussed below.

- The Draft EIR does not mention that most of the land within the Project Area lies within the Santa Paula groundwater basin and is under a California Superior Court stipulated Judgment with respect to groundwater pumping (United Water Conservation District vs. City of San Buenaventura, 1996). This means that each pumper within the basin has been assigned a pumping allocation. When the agricultural lands within the Project Area are taken out of production the City of Ventura most likely will take over the associated pumping allocations. The sum total of these allocations may be less than the 400 acre-feet stated on page 4.14-11, Utilities and Service Systems. 14.1
- The Santa Paula Basin Judgment allows for staged pumping allocation reductions that the Court can implement if in the future the basin is found to be in overdraft. The City of Ventura has a stage 3 reduction from a pumping allocation of 3,000 acre-feet to a pumping allocation of 1,141 acre-feet (United Water Conservation District vs. City of San Buenaventura, 1996). The projected Santa Paula basin water supply shown in Table 4.14-1, Utilities and Service Systems, does not account for the possibility of a stage 3 Santa Paula basin pumping allocation reduction. 14.2



UNITED WATER CONSERVATION DISTRICT

- Table 4.14-1, Utilities and Service Systems, shows projected water supply from the City of Ventura Saticoy Yard well to be 2,400 acre-feet. This well is in an area that is likely to have limits on pumping in the future, so the expectation of a yield of 2,400 acre-feet per year is not realistic. When the boundaries of the Fox Canyon Groundwater Management Agency (GMA) were drawn in the 1980s, the GMA boundary coincided with the boundary of the Santa Paula basin and all the land in the vicinity of the Saticoy Yard well was either in the Santa Paula basin or within the GMA. When the Santa Paula basin was adjudicated, the boundary of the Santa Paula basin in the Saticoy area was moved north by several hundred feet. Since this left the area of the Saticoy Yard temporarily in limbo, United Water conducted studies to determine whether this area was indeed part of the Oxnard Forebay basin and should be within the GMA. The studies definitively indicated that the area of the Saticoy Yard responded directly to United's recharge operations in the Forebay and is within the Forebay basin. In the GMA's 2007 Groundwater Management Plan, one of the recommendations adopted by the GMA Board was to readjust the GMA boundary to encompass this sliver of land that includes the Saticoy Yard. The GMA is currently working on the process of doing just that. When this area is included in the GMA, it is not clear how the GMA would handle a pumping allocation for this well, but it is doubtful that the well would receive but a fraction of the proposed pumping allocation. The proposed pumping from the Saticoy Yard well amounts to approximately 10% of the entire existing Oxnard Forebay basin annual groundwater production and would have a direct negative impact on the existing seawater intrusion on the Oxnard Plain. Any water supply based on this well needs to be reconsidered.

14.3

Thank you for allowing us to comment on the Saticoy and Wells Community Plan and Development Code Draft EIR. If you have any questions please contact Pete Dal Pozzo at (805) 525-4431 or alternatively at peted@unitedwater.org.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Michael Solomon".

E. Michael Solomon
General Manager

Cc: BDRF

File: City of San Buenaventura

Letter 14

COMMENTER: E. Michael Solomon, General Manager, United Water Conservation District

DATE: June 26, 2009

Response 14.1

The commenter states that the DEIR does not mention that land within the Project Area lies within the Santa Paula groundwater basin and is under a California Superior court stipulated judgment with respect to groundwater pumping. The commenter also indicates that when the agricultural lands within the Project Area are taken out of production, the sum of the allocated pumping allocations may be less than the 400 acre-feet stated on page 4.14-11 of Section 4.14, *Utilities and Service Systems*.

The DEIR explores the availability of water supplies within the City pursuant to adopted guidance documents including the 2005 Urban Water Management Plan and the 2008 Biennial Water Supply Report. The 2008 Biennial Water Supply Report states the following about the Santa Paula 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 2010) 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 Basin 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.

In addition, with respect to the Agricultural conversion, the following changes will be made within Section 4.14 *Utilities and Service Systems*.

Page 4.14-11

Agricultural areas within the Project Area are not served by the City water system, but do utilize water from private wells drawing from the same groundwater basin as the City. When these lands are taken out of agricultural



production, the available water supply that can be extracted from existing City wells or new City wells increases. Moreover, the water rights associated with the agricultural property are then transferred to the City to become part of the overall City supply. The transfer is initiated through the following standard conditions of approval.

- Prior to recordation of the Final Map, the Subdivider shall dedicate all water rights they own on the property, including shares in mutual water companies, to the City of Ventura on the Final Map, in order to assist in mitigating the water demand created by this project and to preclude inappropriate water use.
- Any wells on the site shall be abandoned or destroyed in a manner satisfactory to the City Engineer and the County Resource Management Agency.

~~Although water use varies depending on such conditions as crop type and soil characteristics, the average agricultural irrigation use is assumed to be 2.5 feet per year (30 inches) (2005 General Plan). Within the Project Area, 160 acres of lands in agricultural production are slated for conversion to urban uses. Using the equation $2.5 \text{ AFY} \times 160 \text{ acres}$, the conversion of 160 acres would yield a 400-AFY water credit. This would create an additional source of water available for urban demand in the City.~~

Response 14.2

The commenter states an opinion that the City could go to a stage 3 pumping reduction which allows for 1,141 AFY and that Table 4.14-1 does not account for a Stage 3 pumping reduction.

The Water Supply evaluation is based upon City adopted documents including the 2008 Biennial Water Supply Report and the 2005 Urban Water Management Plan (UWMP). These documents consider a generic future drought scenario, including both a single dry year and three consecutive dry years. The EIR evaluation was based on the information presented in the 2005 UWMP and 2008 Biennial Water Supply report. The commenter notes that the pumping allocation for the Santa Paula groundwater basin would be about 1,141 acre-feet/year under a Stage 3 pumping reduction. This corresponds to a 1,859 AFY reduction from the maximum allocation within the Santa Paula Basin as indicated in Table 4.14-1, which is a 6% reduction in the overall projected supply of 29,900 AFY.

The City of Ventura may implement water shortage stages and reduction goals in the event that water resources are reduced. As indicated in the Water Shortage Contingency Plan of the 2005 UWMP, a Stage 3 shortage corresponds to an overall demand reduction goal of 20% with mandatory conservation measures. Moreover, as indicated in Table 6-4 of the 2005 UWMP, no cumulative shortage is anticipated even with a three-year drought every five years given the banked groundwater supplies. Therefore, even if a Stage 3 pumping reduction were assessed on annual withdrawals from the Santa Paula Basin, overall demand could be offset with water shortage stages and reductions

implemented by the City if necessary. Moreover, if necessary at some time in the future to ensure adequate supplies for the long range planning horizon, the City will pursue infrastructure installation for its State Water Project entitlement of 10,000 AFY. This is a potential additional future source of water that is documented in the 2005 UWMP.

Response 14.3

The commenter states an opinion that the expectation of pumping 2,400 AFY from the new Saticoy Yard Well is not realistic. The commenter further asserts that the area should be under the Fox Canyon Groundwater Management Agency jurisdiction. The commenter also discusses potential secondary effects to seawater intrusion on the Oxnard Plain.

Pumping projections for the Saticoy County Yard well are based on City adopted documents including the 2008 Biennial Water Supply Report and the 2005 UWMP. The commenter discusses information that is not relative to the EIR evaluation of the Project. Please see additional responses regarding the above issues under responses 5.2, 5.3, 5.4, 5.5 and 9.1.



Letter 15

CITY OF
SAN BUENAVENTURA
JUL 13 2009
COMMUNITY DEVELOPMENT

July 9, 2009

Margaret Ide, Associate Planner
City of San Buenaventura
Community Development Department
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099

RE: Ventura Saticoy & Wells Community Plan and Development Code Draft
Environmental Impact Report (DEIR)

Dear Ms. Ide:

The Southern California Edison Company (SCE) appreciates the opportunity to review and provide comment on the Ventura Saticoy & Wells Community Plan. The community plan is described as a long-range planning document for 1,000 acres, 435 acres of which are located in unincorporated Ventura County. The proposed plan is designed to facilitate the integration of existing neighborhoods, promote conservation of natural resources, provide neighborhood connectivity, and provide opportunities for a range of housing and neighborhood uses. The project area is stated to be bound by Telegraph Road to the north, Saticoy Avenue to the west, the Santa Clara River to the south, and the Franklin-Wason Barranca to the east.

The proposed policies of the community plan include the following potential future actions within the project area:

- 1) The conversion of an existing concrete channel of the Franklin Barranca to a natural watercourse.
- 2) Restoration and maintenance of critical environmental habitats, such as the Brown and Franklin Barrancas and the Santa Clara River.
- 3) Reconfiguration of existing roads to be more pedestrian friendly with enhanced landscaping.

Should any of these proposed actions have the potential to impact SCE lines, facilities or land rights, please discuss the nature of the impact within the DEIR.


Also, please contact SCE, so we can assist you with your long-range planning efforts relative to SCE facilities and to allow SCE the opportunity to plan ahead regarding its service and operations where future impacts to important transmission and distribution facilities are planned.

Also, please note, when private or public development plans result in the need to build new or relocate existing SCE electrical facilities that operate at or above 50 kilovolts (kV), the resulting SCE construction may have environmental impacts that could be subject to CEQA review. If the SCE facilities are not adequately addressed in the local agency CEQA review for the larger development project and CPUC review of the relocated or new electric facilities is required, the CPUC permit process and separate CEQA review could delay approval of the SCE power line portion of the project for two years or longer. If, however, the SCE facilities are adequately addressed in the CEQA review for the larger development process, SCE may be able to construct or relocate its related facilities exempt from the CPUC permit requirements under Exemption F of GO 131D.

In closing, we note the proposed development code states new transmission lines and structures are not exempt from planning permits. Please be aware, the State of California Constitution vests the California Public Utilities Commission (CPUC) with the exclusive power and sole authority to regulate privately owned or investor-owned public utilities, and this exclusive power extends to all aspects of the location, design, construction, maintenance, and operation of public utility facilities. SCE as a regulated utility maintains electrical transmission and distribution facilities and supporting appurtenances in the City of San Buenaventura to provide electricity service to the community under the applicable rules and tariffs approved by the CPUC.

We thank you again for the opportunity to comment on the DEIR City of Ventura Saticoy & Wells Community Plan and Development Code. If you have any questions regarding this letter, please do not hesitate to contact me at (805) 654-7226.

Sincerely,



Nancy M. Williams
Local Public Affairs Region Manager
Southern California Edison Company

Letter 15

COMMENTER: Nancy Williams, Local Public Affairs Region Manager, Southern California Edison Company

DATE: July 9, 2009

The commenter indicates that if proposed actions (including conversion of Franklin Barranca, restoration of Brown, Franklin, and the Santa Clara River, and reconfiguration of existing roads) identified by the Project have the potential to impact SCE lines, the nature of such should be discussed in the DEIR. The commenter also requests coordination with long-range planning efforts relative to SCE lines. Lastly, the commenter provides information on general development impacts to SCE lines. Impacts to SCE lines were not discussed in the DEIR because impacts to electrical service are not part of CEQA, which is focused on projects' environmental impacts. However, it is the intent of the City to coordinate with SCE as new projects are proposed. The proposed Project is a Community Plan and Development Code that provides additional guidance for development within the Project Area. Individual projects under the Community Plan and Development Code are not yet proposed or are conceptual at best. Projects facilitated by the Community Plan and Development Code will undergo additional environmental review at the time proposals are submitted to the City for consideration. The City appreciates the request to coordinate with SCE on subsequent projects within the Plan Area and vicinity through the Long Range Planning Division.



Letter 16



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6-29-2009

Saticoy Wells Draft Community Plan, Development Code & Draft Eir (DEIR# 2473)

Community Development Department
Attn: Margaret Ide, Associate Planner
PO Box 99, Ventura, CA 93002

Dear Ms. Ide,

The San Buenaventura Conservancy works through advocacy and outreach to preserve the irreplaceable historic, architectural and cultural resources of San Buenaventura and surrounding areas. The Conservancy's comments regard Cultural Resources in the draft Saticoy Wells Community Plan (SWCP) and draft EIR.

Re: Saticoy Community Plan action 11.9.7.

Surprisingly, a historic survey is **NOT** being conducted as part of the pre-planning for this Community Plan, so the number of extant historic resources will be unknown until after the plan is adopted. This may create negative impacts, despite the General Plan 40-year threshold for phase-one historic assessments which protects most resources; it has been shown that the 40-year threshold does an insufficient job of protecting and analyzing potential historic districts and potential historic resources contiguous to development because district analysis is not required of property owners doing a project and completing a Phase-1 historic assessment on their own property.

A historic survey created "after adoption" of the Saticoy Community Plan (SWCP) is not what the community and the Conservancy have been promised on numerous occasions. Staff, council, and the Conservancy all agree that historic surveys are environmentally superior to the project-by-project 40-year phase-1 assessment approach. Since 2007 whenever a city-wide historic survey is talked about at Planning Commission or at City Council, staff has stated that until a city-wide survey is completed, the community-plans in the pipeline would have their own historic surveys. We were repeatedly told that when the Saticoy-Wells Community Plan, The Midtown Community Plan, and the West Side Community Plan, etc., were created, they would include historic surveys as part of each plan, just as the Downtown Historic Survey was done in concert with the Downtown Specific Plan. Not doing this historic survey before adoption of the plan is a dangerous way to save money and may create negative impacts.

Question 1: How soon after annexation do you estimate the Saticoy Historic Survey will be started? When will it be available for public review? When do you estimate it will be adopted by City Council?

16.1

Question 2: What will protect potential historic districts and unlisted historic resources contiguous to development until the Saticoy Historic Survey is adopted?

Re: Above Ground Historic Resources

No specific plan in California is CEQA compliant until the historic resources within the boundaries are identified. One of the most important functions of a historic survey is its value as a guiding document in the pre-planning of an area. Historic inventories are not mere lists of old buildings allowing property owners to evaluate their assets, they are a critical foundation on which to build a community plan in an area with extensive historic resources such as Saticoy. Why would we acknowledge that a community has numerous cultural resources and that a historic survey is needed, and then endeavour to prepare it *AFTER* the planning is complete and the specific plan and code are adopted? That essentially negates any possibility that the Historic Survey will inform the plan, identify cultural trends, potential historic districts, and/or help the planners understand the opportunities and constraints when making policies about lot-by-lot infill and preservation. For example, *Action 11.3.1 States: Develop Old Town Saticoy, the historic core of Saticoy and Wells, through lot-by-lot infill that respects the character of the existing urban fabric.* There is little or no knowledge of what the "character of the



existing urban fabric" is, what appropriate scale would be, or what massing and uses will not negatively impact the historic character of downtown Saticoy, because no historic survey and analysis has been done. Policy 11E, Action 11.3.1, Action 11.3.2, Action 11.3.4, Policy 11U, would all benefit from the guidance of a historic inventory and the historic analysis that goes with it.

16.1

Question 3: Why is action 11.9.7, the creation the SWCP historic survey being scheduled for "upon annexation" and not prior to adoption of the SWCP? Wouldn't the SWCP be improved by that information and guidance?

Question 4: Action 11.9.9 states that all "development contiguous" to a historic resource be reviewed to address protection of historic resources by using the historic survey. Until the historic survey is adopted, how will the plan protect historic resources in the project area next to lot-by-lot infill development? What is the threshold for assessment of a property contiguous to development?

The Cultural Resources Section of the SWCP and Code DEIR states: "A reconnaissance survey, including photography and background research, was then made of the Project Area. Additional background and site-specific research was conducted in order to evaluate the properties within their historic context. National Register of Historic Places and California Register of Historical Resources criteria were employed to assess the significance of the properties." (Page 4.5-1 section a.)

The reconnaissance survey, the survey forms and other data was not included in the DEIR, presumably because they contain sensitive archeological information. When the San Buenaventura Conservancy requested the non-sensitive portions of the report, parts were faxed with all the archeological information blacked out, not just location information as is usually the case. An archeologist associated with the Conservancy was later allowed to review the document to analyze the type of archeological assessment completed, but many questions were left unanswered.

The Conservancy finds it very troubling that the project area's most comprehensive historic survey, the 07-VEN-118 Historic Property Survey by John W. Snyder was not analyzed or updated in the historic analysis by Conejo Archaeological Consultants. (Despite the fact that this 1984 survey was given to the city's Assistant Planning Director in 2006.) This survey found many buildings in the project area that were potential resources and also found potential historic districts. No discussion of this is included in the DEIR. It seems the above-ground historic research portion of this EIR is informed entirely by a records search of the South Central Coastal Information Center (SCCIC) in Fullerton, basically a listing of whatever data was in the files at the SCCIC without any further research or a comprehensive analysis.

16.2

The Ventura County Cultural Heritage Board (VCCHB) (staffed by Kim Hocking at the County of Ventura) was also not contacted for input or information about resources in the project area. The VCCHB is currently the lead-agency for historic resource analysis under CEQA in the project area – until city annexation. Not accessing the knowledge and records about Saticoy landmarks and resources maintained by the County is a detrimental omission to this DEIR. There is also no indication that The Museum of Ventura County or the Saticoy Historic Society – Ventura's two other main repositories of historic information on the project area – were ever consulted.

Question 5: Why was the Ventura County Cultural Heritage Board not contacted to inform the research on the SWCP? What other research on Saticoy was completed and where was that information found?

Question 6: What was the boundary of the survey area for above-ground resources? For archeological resources? How many people were involved with the research and reconnaissance survey? What are the qualifications of the people involved?

There is no discussion of structures existing on the 1921 and 1929 Sanborn maps and how many still exist or to what extent they are altered or how they were affected by the St. Francis Dam Disaster flooding. There is no indication of any assessment of any of the historic farm houses, cultural landscapes, reservoirs, pumps, wells, agricultural structures and infrastructure outside the historic core of downtown Saticoy. There is only one sentence in the historic context statement mentioning Saticoy's importance as an agricultural and citrus hub, and no discussion of how that context relates to the development of the town. No mention of the creation of warehousing facilities after Southern Pacific laid tracks and built

16.3



a depot. In fact the most significant historic building in Saticoy, the 1887 Southern Pacific Railroad Depot, is not listed or even mentioned as a potential resource. There is no indication of assessment of the agricultural and citrus-packing houses and infrastructure in the area such as the Freight Growers Supply Company, Saticoy Hardware, Brigham Implement Manufacturing Co. and the list goes on. This leads the Conservancy to believe that above-ground historic resources were not sufficiently analyzed or were only included by virtue of copying a list from the SCCIC – a severely flawed approach to discovering historic resources.

16.3

Question 7: If a reconnaissance survey was completed why is the concentration of Quonset Huts in downtown Saticoy not considered a potential district? Is the residential historic district centered at Amapola Avenue and Nardo Street not considered a district? Why is the Saticoy Train Depot not listed as a potential resource?

Question 8: Was Saticoy Historic Property Survey 07-VEN-118 analyzed? Was the Saticoy Historic Society consulted? Were the Sanborn Maps consulted to inform the reconnaissance survey?

Question 9: General Plan Action 9.20: Seek input from the HPC on any proposed development that may affect any potential landmark. When was the HPC consulted regarding the "Historic Core of Saticoy and Wells?" (Saticoy contains numerous landmarks, potential landmarks and potential districts) Did the HPC contribute to the policies and actions affecting historic resources in the SWCP?

Re: The Prehistoric Context of the Project Area.

The context statements fail to provide "context" for discussion of the prehistoric and historic resources within the project area. In the prehistoric context statement there is mention of four archaeological sites including one named village, but no mention of the number of archaeological surveys, dates of said surveys, and whether the surveys were comprehensive or not. The span of time for the prehistoric sites should also be mentioned as well as the number of sites within the project area that can be dated or have been dated. There is also no mention of the area surveyed for this project, confidence in the survey methods, number of people involved, and their qualifications. Lacking such information it is difficult to determine how much level of effort was involved and whether the conclusions are based on conjecture or comprehensive field investigations.

It is indicated that the Native American Heritage Commission was contacted but no response was received. In our experience this is "always" remedied by a phone call. This is a significant failing in that it essentially deprives the Native American community of an opportunity to comment on the document since the Native American Heritage Commission is the primary mechanism – but not the only one – for establishing contact with local Native Americans. This casual approach to consultation, particularly in light of the presence of a named village, is not standard professional practice and forecloses an entire community the ability to provide input on resources directly connected to their history and community.

16.4

There is no mention of *historical archaeological* sites and it is not certain that they were even considered within the context of this study. It is highly unlikely that a community with the historical time span of this project does not contain any historical archaeological resources. A context statement would mention the range of possible historical sites, their relationships, and their potential significance to the public and scientific communities. There is also no mention of cultural landscapes within the project area. It is virtually impossible for an agricultural community to NOT have any historical landscapes that are a reflection of its long history and agrarian traditions.

Question 10: What is the basis for not mentioning historical archeological sites? Is it the conclusion of the DEIR that there are no historical archeological sites in the project area?

Question 11: What is the basis for not mentioning cultural landscapes? Is it the conclusion of the DEIR that there are no cultural landscapes in the project area?

The reference that unknown archaeological resources may be likely in "present agricultural areas" but not in

16.5



☐

urbanized areas due to "extensive disturbance" is an out-of-date and discredited concept that does not reflect well on the intent of this document. There is no categorization of the "disturbance," the nature of it, or citations of documented sites having been disturbed. This type of characterization is misleading and lends itself to unprofessional stereotypes about cultural resources.

16.5

The Cultural Resources portion of the DEIR is based upon a technical assessment that is either inadequate, under-scoped, or the research, context and analysis were not properly integrated in to the DEIR; it is not up to the high professional standards we have come to expect from Rincon Consultants. The cultural resource report's deficiency should be confirmed by peer-review of the technical historic report by Conejo Archaeological Consultants, and the establishment of actions and protections for historic resources in the project area. The Cultural Resources section is deficient, perhaps due to cost-saving measures, but it must be expanded as this is not the place to save money – since this plan will impact development for the next 10 -20 years. Significant resources and **especially potential districts** were overlooked and/or under-analyzed by this DEIR, and this will result in an increased likelihood for loss of or damage to historic and archeological resources in the project area. We feel that a Community Plan based upon this uncommonly flawed DEIR has the potential to cause significant negative impacts to historic resources.

16.6

DEIR # 2473 inadequately identifies and protects prehistoric and historic resources in the project area, the inadequacies outlined above should be remedied and the document recirculated. The Conservancy also respectfully requests a comprehensive historic resource survey of the project area be done before annexation into the city limits.

Regards,

The San Buenaventura Conservancy Board of Directors

As this comment letter was being finalized, it was brought to the Conservancy's attention that this DEIR was never circulated to the Ventura County Cultural Heritage Board for comment. Since the VCCHB is currently the lead-agency for cultural resources in the project area of Saticoy, their lack of input to this DEIR and any preceding environmental analysis is a gross oversight. The Board has an unparalleled knowledge of the project area, and they have an interest in informing the CEQA review on this project; they expressed surprise at not being contacted. Their counsel should be sought. Likewise the decision not to seek input from the City of Ventura Historic Preservation Committee again shows contempt for their recommendations.

Letter 16

COMMENTER: Board of Directors, San Buenaventura Conservancy

DATE: June 29, 2009

Response 16.1

The commenter states an opinion that failure to conduct a historic resource survey may create negative impacts. The commenter also states an opinion that a historic survey is needed because of the unknown “existing urban fabric.” Additionally, the commenter states an opinion that there are policies within the Community Plan that would benefit from the guidance of a historic inventory and analysis.

The Project analysis included a records search for historic resources within the Project Area prepared by Conejo Archaeological Consultants. This report identified existing historical resources within the Project Area. The Project is a plan level document and does not involve any specific development that would directly affect any potential historical resources. Moreover, none of the areas where large-scale development is anticipated to occur contain any identified historic resources. Finally, the Project includes numerous policies and actions listed on pages 4.5-15 and 4.5-16 of the DEIR, including:

- Policy 11E: Sustain and complement the historic and natural characteristics of the Saticoy & Wells Project Area.*
- Policy 11U: Enhance, preserve, and celebrate the historic and prehistoric resources.*

As indicated on DEIR page 4.5-17, implementation of the Project policies and actions on a case-by-case basis would ensure that any historic resource issues associated with individual developments are addressed and would reduce potential historic impacts to a less than significant level. Any development facilitated by the proposed Project would require a historical analysis, as required by City or CEQA standards. Additionally, the City of Ventura is in the process of establishing historic resource protection guidelines and adoption of these guidelines is pending. Development facilitated by the Project would be required to comply with these guidelines to reduce potential impacts to historic resources. Finally, it should be noted that land use designations and development forecasts within the Project Area are within the parameters of what is already envisioned in the 2005 General Plan and was considered in the 2005 General Plan FEIR. As such, the proposed Project would not create any potential for impacts beyond what could already occur under the 2005 General Plan, while proposed historic resource policies included in the community plan would further reduce the potential for historic resource impacts.

Response 16.2

The commenter quotes a section of the DEIR, indicating that the information was not included in the DEIR as an appendix. The commenter indicates that the Project Area’s



“most comprehensive historic survey,” the 07-VEN-118 Historic Property Search was not included in the historic analysis prepared by Conejo Archaeological Consultants or the DEIR. The commenter states an opinion that the SCCIC records search is not an adequate for the historic analysis. Additionally, the commenter indicates that the DEIR cultural analysis did not involve consultation with the Ventura County Cultural Heritage Board (VCCHB), the Museum of Ventura County, or the Saticoy Historic Society.

The following text shall be modified on page 4.5-1 in the FEIR as a reconnaissance survey was not completed:

~~A reconnaissance survey, including photography and background research, was then made of the Project Area.~~

The records search prepared for the Project used the most updated surveys prepared for the Project Area. Additionally, the SCCIC search included a half-mile buffer around the Project Area to capture records searches within the Project Vicinity. If important resources within this buffer were found they would be indicated in the report. The SCCIC is a primary tool for all CEQA-related cultural resource analysis. Additionally, as noted above, the Project does not involve any specific developments that would affect known resources, thus warranting investigation into the severity of impacts and possible ideas for mitigation. As stated in the DEIR on page 4.5-17, impacts will be analyzed on a case-by-case basis. In addition, as noted above, the City is in the process of establishing historic resource protection guidelines and adoption of these guidelines is pending.

Response 16.3

The commenter indicates that there is no discussion based on the Sanborn maps. Additionally, the commenter states an opinion that the analysis needs to include assessments of historic farm houses, cultural landscapes, reservoirs, and pumps, in addition to a historical account of the railroads within the Project Area and citrus-packing procedures. The commenter states an opinion that using the SCCIC records search does not sufficiently analyze historic resources within the Project Area.

As indicated in Responses 16.1 and 16.2, the Project is a plan level document that does not involve any development. Moreover, areas where large-scale development is anticipated to occur do not contain any designated historic resources. As such, Project adoption would not directly affect any historic resources. Impacts associated with individual developments would be analyzed on a case-by-case basis. As a result, discussion of features on Sanborn maps, or specific discussions on historical farming resources is not warranted at this time.

Response 16.4

The commenter states an opinion that the DEIR fails to provide sufficient discussions of prehistoric, historic, and archaeological resources. Additionally, the commenter indicates that because no response was received from the Native American Heritage

Commission (NAHC), the DEIR denies an opportunity to provide input. Further, the commenter states that there is no mention of historical archaeological sites or cultural landscapes within the Project Area.

The DEIR includes discussions of prehistoric, historic, and archaeological resources that fit within the scope of the program level document as indicated on pages 4.5-1 and 4.5-2 in Section 4.5, *Cultural Resources*. Programmatic level documents, by their nature, are not intended to be an encyclopedia of all of specific details within the Project Area. As indicated previously, the potential for impacts to cultural resources needs to be determined on a case-by-case basis as individual developments are proposed.

As indicated in the Records Search Results prepared by Conejo Archaeological Consultants (2006), the area reviewed by the search includes all of the land within a ½ mile buffer of the Project Area boundaries. (This document was not included in the DEIR, as it contains sensitive material) The following text shall be included in the DEIR on page 4.5-1 to clarify this information:

The records search includes the Project Area and lands within a ½ mile buffer of the Project Area.

The NAHC was contacted on July 4, 2006 as indicated in the Conejo Archaeological Consultant report (2006). The City received a response from the NAHC dated August 9, 2006 indicating a record search of the sacred lands file failed to indicate the presence of Native American cultural resources in the Project Area. Furthermore, in compliance with SB 18, the City of Ventura notified the designated tribes the Project Area and received no response. However, as indicated later in this Section, Letter 18 documents how concerns of local Native Americans were addressed, including expanded mitigation. Please see Response 18. Thus, the City has met its obligation to invite participation regarding these issues.

Response 16.5

The commenter states an opinion that the DEIR's reference to archaeological resources being likely present in agricultural areas and not in urbanized areas is an "out-of-date" concept. The commenter is directed to the above responses regarding development accommodated by the proposed Project. In addition, it should be noted that the Project does not envision any widespread redevelopment of existing residential areas. As such, even if cultural resources were present in such areas, they would not be affected by Project implementation as development would be required to comply with General Plan Policy 9D and Actions 9.14 and 9.15, which require proper treatment of resources by completing archaeological assessments and specific avoidance procedures to reduce cultural resource impacts. Implementation of these adopted policies on a case-by-case basis would effectively address potential impacts associated with future Project Area developments. General Plan Policy 9D shall be added to page 4.5-13 of the EIR as illustrated below.

Policy 9D Ensure proper treatment of archaeological and historic resources.

Response 16.6

The commenter states an opinion that the cultural resources analysis prepared for the DEIR is inadequate and that a comprehensive historic resource survey of the Project Area be completed prior to annexation of lands. The commenter is directed to the above responses, which respond to all of the commenter's issues with the DEIR. As previously noted, any future development proposal involving annexation that would have the potential to disturb historic resources would be subject to independent review under CEQA at such time as the development is proposed.

Letter 17



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6-30-2009

Saticoy Wells Draft Community Plan, Development Code & Draft Eir (DEIR# 2473)

Community Development Department
Attn: Margaret Ide, Associate Planner
PO Box 99, Ventura, CA 93002

Dear Ms. Ide,

The San Buenaventura Conservancy would like to add two more brief comments:

1. Senate Bill 18

Senate Bill 18: Tribal Consultation Guidelines provides advisory guidance to cities and counties on the process for consulting with Native American Indian tribes during the adoption or amendment of local general plans or specific plans, in accordance with the statutory requirements of Senate Bill 18 (Chapter 905, Statutes of 2004).

SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. SB 18 also requires the Governor's Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations.

The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government.

SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.). Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, existing state planning law requires local governments to use the same processes for adoption and amendment of specific plans as for general plans (see Government Code §65453). Therefore, where SB 18 requires consultation and/or notice for a general plan adoption or amendment, the requirement extends also to a specific plan adoption or amendment. Although the new law took effect on January 1, 2005, several of its provisions regarding tribal consultation and notice did not take effect until March 1, 2005.

There is no evidence of compliance with SB 18. in the Saticoy Wells Community Plan.

2. Redaction

It is with great dismay that it was realized today that the "location" of the archaeological sites in the original Conejo Archaeological Consultants report that were meticulously sanitized and blacked out before being faxed to the Conservancy, to safeguard the location of archeological findings for protection from looting, are in fact included in the DEIR public document.

17.1

17.2

Letter 17

COMMENTER: Board of Directors, San Buenaventura Conservancy

DATE: June 30, 2009

Response 17.1

The commenter states that there is no evidence of compliance with Senate Bill 18 (Tribal Consultation Guidelines) in the DEIR. It should further be noted, that SB 18 is not a part of CEQA; therefore it should not be included in the DEIR. However, the City has complied with SB 18's notification requirements by contacting the Santa Ynez Band of Mission Indians via letters dated August 16, 2006 and May13, 2009.

Response 17.2

The commenter states an opinion that the "location" of archaeological sites are included in the DEIR and that the locations of sites are not supposed to be shown. The DEIR only discloses the general locations of these resources and does not reveal the specific locations of where potential resources may be.

Letter 18

Margaret Ide
Associate Planner
City of San Buenaventura
Community Development Department
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099

RECEIVED
JUL 15 2009
Community Development
PLANNING DIVISION

Re: Draft Environmental Impact Report for the City of Ventura Saticoy and Wells
Community Plan and Development Code

Dear Ms. Ide:

I am a member of the Barbareño/Ventureño Band of Mission Indians here in Ventura County. Our members represent Ventura County and Santa Barbara County as well. I am commenting on the section pertaining to Cultural Resources for this document.

In the document, there is discussion on the potential significant impacts and measures outlined to be taken to offset any disturbance to resources. In the report it states that the appropriate "Native American" organizations will be notified. I am requesting to be one of these organizations that will be notified. Contact information is listed below.

18.1

We are all local Chumash who find this to be an area that contains sacred places within this project vicinity. Many of us have ancestors that can be traced back to this location, plus members who actually still live in the town of Saticoy. We would like to be involved to ensure that the mitigation plan for this location is completed with our participation.

In the document, it speaks of mitigation to offset impacts. We would like to expand a bit on the measures to include a qualified Chumash archaeological monitor to be present in new developments within the project sphere. The monitor will be present during the excavation/earth moving period of the project. Should any new archaeological surveys or studies be completed in the undeveloped sections, that a Chumash monitor be included on these projects as well. This allows us to have representation in the future development of the EIR area.

18.2

To have someone present during the excavation period would satisfy our concerns of no one with any archaeological training being present during the construction process. This would avoid destruction of resources that may be present and the trained personnel would follow the CEQA process of notification. The City of Ventura and its representatives may have questions or concerns as well. Please feel free to call or have a meeting regarding this request and comments.

Sincerely,

Barbareño/Ventureño Band of Mission Indians Members


Susie Ruiz-Parra
P.O. Box 6612
Oxnard, CA 93031
(805) 443-8599 or
(805) 488-0481-message


Julie L. Tumamait
365 N. Poli Avenue
Ojai, CA 93023
(805) 646-6214

RECEIVED

JUL 15 2009

Community Development
PLANNING DEPARTMENT

Letter 18

COMMENTER: Suzie Ruiz-Parra and Julie L. Tumamait, Barbareno/Ventureno Band of Mission Indians Members

DATE: July 15, 2009

Response 18.1

The commenter requests that her organization be notified in the event that native american resources are found. The City shall take note of this request.

Response 18.2

The commenter indicates that the Project Area contains sacred places considered by the Chumash Indians. The commenter requests involvement in the mitigation of cultural resources in the event that development accommodated by the Project are found. Additionally, the request for a Chumash monitor during construction and excavation projects within the Project vicinity is made. The Project does not propose development that would unearth cultural resources. Analysis and mitigation for these resources shall be made on a case by case basis. Nonetheless, the following mitigation measures shall be inserted into the text of the EIR.

CR-1(a) Temporary Work Suspension if Resources Unearthed. In the event that archaeological or paleontological resources are unearthed during construction of accommodated development, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist or paleontologist as appropriate has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Chumash representative shall monitor any mitigation work associated with Native American cultural material.

CR-1(b) Human Remains Procedures. If human remains are unearthed during excavation of accommodated development, State Health and Safety Code Section 7070.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).



STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

July 14, 2009

Letter 19

Margaret Ide
City of San Buenaventura
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099

Subject: Saticoy & Wells Community Plan and Development Code Draft EIR
SCH#: 2006081139

Dear Margaret Ide:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on June 29, 2009. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2006081139) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures

cc: Resources Agency

Letter 19

COMMENTER: Terry Roberts, Senior Planner, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

DATE: July 14, 2009

This is a cover letter from the State Clearinghouse forwarding comments that were received after the close of the state review period. No response is necessary.



Memorandum

Letter 20

Date: June 29, 2009
To: State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

RECEIVED
JUL 13 2009
STATE CLEARING HOUSE

Clear
6.29.09
late
e

From: DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
Ventura Area

File No.: 765.13122.14254

Subject: SATICOY & WELLS COMMUNITY PLAN AND CODE PROJECT
SCH # ~~2008081139~~
2006081139

Thank you for the opportunity to review the "Notice of Completion" environmental document from the State Clearing house (SCH) #2006081139. The California Highway Patrol (CHP) and the Ventura Police Department are the agencies that provide traffic law enforcement, safety, and traffic management. The jurisdictional areas under Ventura CHP control will be negatively affected if the mitigations discussed in sections 4.15-12 through 4.15-17 of the Traffic and Circulation chapters on the Saticoy & Wells Community Plan and Code EIR are not incorporated into this plan. Once the discussed mitigations are implemented at the appropriate times the impacts will be acceptable. There are no significant unmitigated traffic impacts.

If you have any questions regarding these comments please contact Lieutenant April Baxter at (805) 477-4100.

Sincerely,

J. Whiteford
J. WHITEFORD, Captain
Commander

cc: Coastal Division
Special Projects Section

Letter 20

COMMENTER: J. Whiteford, Captain, Commander, Department of California Highway Patrol, Ventura Area

DATE: June 29, 2009

Response 20

The commenter indicates that the California Highway Patrol (CHP) Ventura Area will be negatively affected if the mitigation discussed on pages 4.15-12 through 4.15-17 of the DEIR is not implemented. Additionally, the commenter suggests that impacts will be acceptable if this mitigation is included and states an opinion that there are no significant traffic impacts associated with the Project. It is the City's intent to incorporate the identified mitigation measures. Therefore, no impact is anticipated.



RECEIVED

JUL 20 2009

Community Development
PLANNING DIVISION

Public Comment to the Wells satcoy
community plan EER -

1. Wells satcoy plan final draft was held up for over a year, while Rick Cole, Nelson Hernandez, City Council & planning Commission pushed thru certain projects before this plan was accepted.
2. Notices were not sent out timely, they were 7-10 day late
3. Larry Onaga does not return phone calls. Is this not part of his job description.
4. parts of this EER were based on the general plan 2005 EER - we are now 4 years late & things have changed.

Air Quality -

Even with an increase in population the report says - less than significant without mitigation - you are planning more than 900 units in the next 2 to 3 years in the Wells telegraph area plus narrowing telegraph rds. Slowing traffic down - the cars will be at a standstill generating choking

21.1

21.2

21.3

21.3

fumes plus smog - the Air Quality will be bad - how can that not be significant.

Water

21.4

Everything having to do with the water is also based on the 2005 general plan EIR - Again the impact is less than significant. The drains in this area cannot hold what is produced in heavy rains now they have been like this for over 15 years - many times called attention to the city Council & nothing is ever done. Part of the acreage where Cabully is to build is in a 100-year flood plane - there are pictures on file with the city to show a portion of this land under water in heavy rains. But your report says this can be reduced to a class 3 that is with general plan action & policies, but 4 years later - nothing has happened.

Traffic & Noise levels

21.5

Noise levels near the Sonaventure housing is 67.0 dba
Telegraph & Saticoy 67.1 - by the year 2025 it will be 67.8 - Ha near Cleveland & Wells is 76.1
Telephone & Darby is 75.2.

All these levels exceed the Average range - the report says by 2025 it could be 76.7.

The truck traffic traffic along wells + telegraph are extremely heavy now. By truck traffic I am talking about semi's or 18 wheels, this goes on 24-7, it now is out of sight.

21.5

Has any consideration been given to the amount of trucks + cars that come down foothill + telegraph from Santa Paula which adds traffic + congestion to the telegraph + Wells Rd area.

Wells Rd will never - ever be pedestrian friendly because of the type of traffic it has - whether you cut down the size of it or cut the size of telegraph or slow traffic, it will only create hazards. Wells Rd is one of the main ways to get to Oxnard from the east end - people will be sitting in their cars for hours backed up to Kingsdown cone - telegraph will not be pedestrian friendly either -

21.6

You need to have some better traffic studies than these + be realistic to your approach.

21.7

The following dates - 11/13/06
2/16/07 - 4/30/07 - 3/3/08 - 3/17/08
No notices were sent to the public
or for hearings by the City Council
or planning Commission. That is
so the public could not have their
say - not right.

Pat Pillow
11391 Casa St
Ventura 93004
805-647-7354

Letter 21

COMMENTER: Pat Pillow, Ventura Resident

DATE: July 20, 2009

Response 21.1

The commenter states opinions on a range of topics, including development projects moving ahead of the proposed Project, timely noticing, and returning of phone calls. Notices of the EIR's availability were conducted according to CEQA requirements, which included the preparation of the Notice of Preparation (NOP) and Notice of Availability (NOA) through newspaper postings, as well as notification postcards sent to all property owners and residents within the Project Area. The other concerns raised by the commenter do not pertain to CEQA or the EIR.

Response 21.2

The commenter states concerns about the use of data from the 2005 General Plan EIR in the DEIR analysis. The DEIR relies on the General Plan FEIR as a source of information for the analysis of the Project as it tiers off the General Plan FEIR in accordance with Section 15152 of the *CEQA Guidelines*. Although the 2005 General Plan FEIR was certified in 2005, the 2025 planning horizon of the 2005 General Plan matches that of the proposed Community Plan, thus providing a common metric for analysis. It should further be noted that development facilitated by the Community Plan is within the parameters considered in the 2005 General Plan FEIR and that individual future projects within the Project Area may be subject to additional project-level environmental review under CEQA.

Response 21.3

The commenter states an opinion that the increase in population and the narrowing of Telegraph Road within the next 2-3 years would result in significant air quality impacts. The Project is a plan level document and does not propose any development, but rather provides a guide for future development within the Project Area. As discussed under Impact AQ-1 in DEIR Section 4.3, *Air Quality*, growth facilitated by the Community Plan is within the growth forecasts of the 2005 General Plan and the Ventura County AQMP. Additionally, the commenter is directed to Letter 7 from the Ventura County Air Pollution Control District (APCD), which concurred with the analysis conducted in Section 4.3, *Air Quality*.

The commenter is mistaken that Telegraph Road will be narrowed as a result of the Project. The commenter is directed to Table 4.15-4 in Section 4.15, *Transportation and Circulation*, of the DEIR, which illustrates roadway network improvements in the Project Area. Telegraph Road is to be maintained and enhanced as a two-lane roadway with the potential to increase capacity if traffic increases require widening.

Response 21.4

The commenter states that the water analysis is based on information from the 2005 General Plan. Additionally, the commenter states an opinion that the storm drains in the Project Area cannot contain the flows that occur during heavy rains. The commenter also states that the acreage where Cabrillo is to be built is on a 100-year flood plain.

The DEIR includes discussions of both hydrology and water supplies. Where water supply is concerned, the primary information sources are the 2005 Urban Water Management Plan and the 2008 Biennial Water Supply Report. Where hydrology is concerned, the analysis used the Federal Emergency Management Agency flood maps, the National Pollution Discharge Elimination System Permit, and Ventura County SQUIMP guidelines. The EIR analysis relies on formally adopted documents rather than draft projections or quantifications provided by unsubstantiated sources.

As indicated in Impact HYD-2 in Section 4.8, *Hydrology and Water Quality*, the DEIR acknowledges that development facilitated by the Project may result in potential impacts to stormwater infrastructure. However, the DEIR further states that improvements shall be determined on a case-by-case basis and in compliance with the “most recent NPDES requirements at the time of development approval.” It should also be noted that developments within the Project Area, such as the Parklands project, include stormwater improvements that would reduce stormwater impacts. Finally, the commenter is directed to pages 4.8-8 through 4.8-10, which list the policies and actions that facilitated development would be subject to, which would reduce stormwater impacts.

With respect to floodplain development, the commenter is directed to Figure 4.8-1 in Section 4.8, *Hydrology and Water Quality*, which illustrates the FEMA flood zones within the Project Area. Development within any 100-year flood zone is prohibited for habitable units unless the development can engineer the project to modify the hydrology such that a) any habitable structures are removed from the 100-year flood zone and b) such that no additional adverse impacts to other off-site sensitive uses such as residences or business developments would occur (please refer to Methodology and Significance Thresholds on page 4.8-6 of the DEIR). If engineered modification of any floodplain were to occur, the project would be conditioned to change the flood map and a letter of map revision would be required.

Response 21.5

The commenter disputes the noise projections identified in the DEIR in Section 4.11, *Noise* and states an opinion that all of the noise levels at the studied segments would exceed the “average range.” Additionally, the commenter is concerned about the truck traffic on these roads, in particular trucks coming from Santa Paula on Foothill Road and Telegraph Road. The DEIR identifies existing and projected noise levels based on project and cumulative traffic, including truck volumes as documented by Caltrans in their *2007 Annual Average Daily Truck Traffic on the California State Highway System (2008)*. Table 4.11-4 illustrates the impacts at studied segments using the Federal Highway

Administration's Traffic Noise Model and identifies the significance class. This analysis indicated that 4 of the 14 Project Area roadway segments would have potentially significant impacts (noise level increases of 1.5 to 1.8 dBA). However, as indicated on page 4.11-7 of the DEIR, impacts would be mitigated through implementation of Action 7.37 of the 2005 General Plan which calls for rubberized asphalt on City streets. See Impact N-1 in Section 4.11, *Noise*, for further discussion. In addition, under the Project, noise walls would be constructed along SR 126, which would help to reduce noise within the Project Area. Other new developments would likewise be required to construct buildings and outdoor spaces such that future residents are not exposed to noise levels in excess of the exterior standards presented in Table 4.11-2.

Response 21.6

The commenter states an opinion that Wells Road and Telegraph Road will never be pedestrian friendly due to the type of traffic it transports. Additionally, the commenter states that if traffic calming measures were implemented, traffic would worsen on Wells Road heading south into Oxnard. The commenter also states an opinion that "better" traffic studies should be completed. The opinion regarding the pedestrian friendliness of Wells and Telegraph roads is noted, but is not relevant to the EIR analysis. The commenter is directed to pages 4.15-15 and 4.15-16, which identify Community Plan actions aimed at facilitating increased pedestrian circulation to the degree feasible. The commenter's request for a different traffic study is noted; however, the traffic analysis and future plans for Project Area roadways are consistent with the vision of the 2005 General Plan. Moreover, with implementation of planned improvements in addition to the Darling Road/Wells Road improvements (page 4.15-10 and page 4.15-14 of the EIR), no significant impacts to area roadways would occur. Lastly, it is important to note that this Project does not facilitate any more development than was originally envisioned in the General Plan. In fact, even without this Project, development within the area would continue under the General Plan, and the commenter would still experience the same increases in roadway traffic, ambient noise and so forth.

Response 21.7

The commenter indicates that no notices were sent to the public for four City Council and Planning Commission hearings. The dates the commenter identifies are provided on page 1-1 of the DEIR and were presentations to the City Council and Planning Commission based on the results from the public workshops conducted for the Project. These public workshops were widely noticed with individual mailings members of the Wells and Saticoy community as well as proper City public notice procedures and posting of a public meeting. During these public workshops, the community was given the opportunity to provide input on the Project. The presentations made on the identified dates were updates on the status of the Project and were not formal adoption hearings which will be held on August 11, 2009 before the Planning Commission and September 21, 2009 before the City Council. This comment is not relevant to CEQA or the EIR.

Letter 22

July 15, 2009

City Of Ventura

Dear City Of Ventura,

My name is Colin Chappell I am a 32 yrs old and a life long resident of Ventura. I am married and have two children. My wife and I own our home located at 10957 Darling Rd. We are enthusiastic about the Saticoy Wells general plan and we look forward to the plans taking shape. I would like to commend the City of Ventura on the process, planning, and thoroughness of the proposed development of Saticoy & Wells. I would also like to praise the draft EIR it is a professional document and the City of Ventura along with Rincon Consultants, Inc. have done good work on said report.

22.1

I would like to comment on two specific points that are addressed in the draft EIR for Saticoy & Wells.

The report at 109,000 + words and 294 pages is an exhaustive document that I have read through once and it is my sincere hope that I have grasped the fundamentals of the issues that I will hither raise but if I have misunderstood or misrepresented any info from the EIR I apologize.

Topic 1

From the draft EIR report:

**Table 4.13-2
School Enrollment and Capacity**

School	Current Capacity	Enrollment (2008-2009)	Percent Capacity Utilized
Citrus Glen Elementary	673	538	94%
Saticoy Elementary	429	419	98%
Balboa Middle	1,357	1,320	97%
Buena High	2,279	2,187	96%

22.2

We can see that all the current school facilities are very near capacity.

Projected enrollment after the completion of the proposed 1833 new dwelling units

Table 4.13-3
Future School Enrollment and Capacity

School	Current Capacity ^a	Current Enrollment (2008-2009) ^a	Additional Enrollment From the Project	Cumulative Capacity Utilized
Citrus Glen Elementary	573	538	202	135%
Saticoy Elementary	429	419	202	145%
Balboa Middle	1,357	1,320	165	109%
Buena High	2,279	2,187	202	105%

22.3

The report states

Impact PS-4 Residential development facilitated by the Project would generate additional school aged children, which would increase the demand for school facilities. However, new development will be required to pay the school facilities fee as allowed by State law. Payment of the fee is considered full mitigation of school impacts associated with new development. Therefore, impacts to school facilities are considered *less than significant* (Class III).

My question is simple where are the new occupants (of proposed 1833 new units) going to send their children to school? With the fiscal state of California being unable to meet its obligations it strikes me as wrong to plan a development without including the requisite facilities to handle the inherent increase in school capacities. Regardless of school facilities fee.

Topic 2
From the draft
EIR

Impact T-1 Development facilitated by the Project could result in a deficiency at one study area intersection (Wells Road and Darling Road) based on the projected 2025 growth scenario. However, feasible improvements are available to address this deficiency. Therefore, impacts associated with the Project would be Class II, *significant but mitigable*.

Having lived (within a few hundred feet) of the Darling / Wells intersection since 2001 I can say that the traffic flows during peak times are most definitely of the LOS-F type variety. The Gateway into the City Of Ventura from the east is currently plagued with overcapacity during peak times and when surrounding traffic flows become encumbered the situation becomes impassable or the wait times are at least of a LOS-F nature. When the 101 freeway capacity is mal affected the result to the 126 freeway and to Wells rd is dramatic. If Wells rd capacity is reduced the effect is dramatic. Expecting the best but planning for the worse is prudent when dealing with citizen's safety.

22.3

From the draft EIR

Table 4.15-7
Forecast LOS with Darling Rd/Wells Rd Improvements

Location	AM Peak		PM Peak	
	ICU	LOS	ICU	LOS
Darling Road/Wells Road	0.63	B	0.88	D

**& from the draft
EIR**

Development of the Broome site facilitated by the Project would add a mixed-use development that was not considered in the 2005 General Plan FEIR traffic analysis. The General Plan traffic analysis did not include residential dwelling units and included a split of 165,000 square feet of retail with the Saticoy Village Specific Plan. However, the analysis relied upon in this EIR is not compromised by this issue because the development projections for each parcel are within the allowable densities provided by the General Plan, and the addition of the dwelling units to the Broome Site does not exceed the 1,990 dwelling units analyzed in the General Plan traffic analysis.

22.4

My question is. Does the Broome site proposed additional units not included in the 2005 Plan FEIR materially change the projected traffic flows? What are the impacts going to be Fire Station #6? I personally have observed the engines from FS6 departing on emergency calls via Darling east to Wells many times a week. If the Wells corridor is in a state of LOS-F gridlock what level of service can the citizens of Ventura expect to receive?

I thank you for your consideration and the opportunity to participate.

Respectfully,

Colin Chappell

A handwritten signature in black ink, appearing to be 'C. Chappell', written over a large, loopy scribble.

Letter 22

COMMENTER: Colin Chappell, Ventura Resident

DATE: July 15, 2009

Response 22.1

The commenter introduces himself and compliments the Project and the City for completing “good work” on the DEIR. The comment is noted and no response is necessary.

Response 22.2

The commenter reproduces Tables 4.13-2 and 4.13-3 and the impact statement for Impact PS-4 on page 4.13-14 of the DEIR. The commenter asks where the new occupants accommodated by the Project would send their children to school. The commenter additionally states an opinion that in light of the recent fiscal environment in California it is wrong to not identify the additional facilities need to address school capacities, regardless of school impact fees. The concern about school capacity is noted. However, as discussed in Section 4.13, *Public Services*, the payment of school impact fees in accordance with Section 65995 (h) of the California Government Code (Senate Bill 50)...

“...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.”

The commenter is also directed to Response 13.

Response 22.3

The commenter reproduces impact statement T-1 and Table 4.15-7 from the DEIR. The commenter states an opinion that the intersection of Darling Road/Wells Road operates at an LOS F type rather than the LOS C mentioned in the DEIR. Additionally, the commenter states an opinion that the “Gateway” to the City from the east also has LOS-F traffic conditions. Further, the commenter states that if the capacity of Wells Road is reduced, traffic impacts will be dramatic.

The traffic analysis prepared for the Project indicates that a significant, but mitigable impact would occur at the intersection of Darling Road/Wells Road. Table 4.15-7 on page 4.15-4 indicates that, with mitigation, the intersection would operate at LOS D, which is an acceptable level for this intersection per City standards (see page 4.15-3 of the DEIR). Table 4.15-7 also illustrates that the SR 126 Eastbound ramps/Wells Road have an LOS rating of B during AM peak hours and C during PM peak hours.



Response 22.4

The commenter poses the question of whether the units not included in the 2005 General Plan FEIR for the Broome site materially change the projected traffic flows.

Additionally, the commenter asks about the impacts to Fire Station #6 if Wells Road has LOS F ratings. As indicated on DEIR page 4.15-3, the additional units identified on the Broome site do not change the traffic flows because the development projections are within the densities forecast in the 2005 General Plan. As indicated in Impact T-1 in Section 4.15, *Transportation and Circulation*, acceptable levels of service can be achieved at all study area intersections at the 2025 planning horizon. As the LOS would remain at an acceptable level, no adverse effects to the operation of Fire Station #6 are anticipated.

18 July 2009

Letter 23

From: East Ventura Community Council
11178 Carlos St.
Ventura, CA 93004

To: City of San Buenaventura
PO Box 99
Ventura, CA 93002
Attn: M. Ide, Senior Planner

Subj: CITY OF SAN BUENAVENTURA WELLS-SATICOY COMMUNITY PLAN
ENVIRONMENTAL IMPACT REPORT, Case No. EIR-2473

Ref: (a) Wells-Saticoy Community Plan EIR-2473 Environmental Impact Report

Encl (1) Compact Disk Wells-Saticoy Community Plan EIR-2473 Environmental Impact Report
Review Comments dated 18 July 2009

- 1) This report contains comments developed by the East Ventura Community Council Planning & Development Committee as a result of a review of Draft Environmental Impact Report EIR-2473 for the Wells-Saticoy Community Plan.
- 2) Enclosure (1) is a Compact Disk Wells-Saticoy Community Plan EIR-2473 Environmental Impact Report Review Comments dated 18 July 2009 and is forwarded for inclusion with the public comments of the subject EIR.
- 3) For additional information, please contact Daniel Cormode, Chair, East Ventura Community Council Planning & Development Committee, by telephone at 805-647-4063 or by e-mail at dcormode@sbcglobal.net.

Neighbors Together

Wells-Saticoy Community Plan Environmental Impact Report EIR-2473 Review Comments



Daniel Cormode
East Ventura Community Council
Planning & Development
Committee
16 July 2009

Working Towards The Future

7/16/2009

1

Table of Contents		
Chapter	Subject	Page
Chapter 00	Summary	00-1-1
Chapter 01	EIR Requirements	01-1
Chapter 02	Cumulative Impacts	02-1
Chapter 03	Other Comments	03-1
Chapter 04	Housing & Population	04-1
Chapter 05	Schools	05-1
Chapter 06	Water Supply & Drought	06-1
Chapter 07	Traffic	07-1
Chapter 08	Viewshed Protection	08-1
Chapter 09	Public Safety - Fire Department	09-1
Chapter 10	Architectural & Cultural	10-1
Chapter 11	Drainage	11-1
Chapter 12	Hazards & Soils	12-1
Chapter 13	Parking	13-1
Chapter 14	Public Transportation - Bus	14-1
Chapter 15	Public Transportation - Rail	15-1
Chapter 16	Quality Housing & Greenhouse Emissions	16-1
Chapter 17	Walkability & Retail	17-1
Chapter 18	Employment	18-1
Chapter 19	Journey to Work	19-1
Chapter 20	Fiscal Impact	20-1
Chapter 21	Public Infrastructure	21-1
Chapter 22	Land Use Changes & Planning Areas	22-1
Chapter 23	Urban Standards	23-1

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

SUMMARY:

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

- The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.
- The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environmental effects.
- The EIR does not quantify the environmental effects based on scientific or factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern.
- The EIR fails to recognize overcrowding of public facilities and the adverse effect of that overcrowding on the people.
- The EIR does not address the impact of the downturn in the national and state economy and the resulting loss of revenues to the City of San Buenaventura which raises the issue of the City having sufficient revenues to meet expenses and make the residential development economically self-sustaining without to make additional subsidization from the general fund. Failure to adequately address this issue has the potential of not only creating an economic impact on the City, but a social impact on the general population created by the increased burden of paying additional taxes and fees to subsidize the impacts of residential development.

The EIR fails to place the whole record before the reviewing bodies in order that the magnitude of substantial evidence can be determined.

- The EIR fails to include data from Environmental Impact Reports which is related and pertinent to the development of the Wells-Saticoy Community Plan EIR.

Information in other chapters contained in this report demonstrates and supports the contention that:

- Scientific and technical information is incomplete as demonstrated by previously submitted DMND and Scoping Meeting Reports have been omitted, drainage study data and maps previously contained in the DMND have been omitted and previously submitted archaeological and cultural data have been omitted;
- Views held by members of the public have been either withheld or omitted as demonstrated by eliminating comments to the DMND and Scoping Meeting; and
- Reasonably foreseeable impacts are not addressed as evidenced by failure to address the magnitude of the impact of a greater than Q100 storm event, failure to identify the adverse impact of reclassifying Telegraph and Wells Roads from secondary arterial to collector roadways violation of the California Fire Code requirements, and the social and economic impact of overcrowded schools.

The 2005 General Plan EIR is incomplete as it fails to quantify impacts and therefore cannot be cited in subsequent Initial Studies (IS), Negative Declarations (ND) or Environmental Impact Reports (EIRs).

The above statements are substantiated by information contained in the attached slides.

23.1

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 1

Neighbors Together

Wells-Saticoy Community Plan EIR-2473
Environmental Impact Report Review
Comments

Part 39
Environmental Impact Reports

Daniel Cormode
East Ventura Community Council
Planning & Development Committee
11 June 2009

Working Towards The Future

Part 10A- Public Safety - Fire
Department 1

23.2

Part 39 – Environmental Impact Reports

- The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan shall be developed in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act.

Slide 2

EVCC
EAST VENTURA
COMMUNITY COUNCIL

Minimize Environmental Damage and Balance Competing Public Objectives

- The City of San Buenaventura has an obligation to balance a variety of **public objectives, including economic, environmental, and social factors** and in particular the goal of providing a **decent home** and **satisfying living environment**

balance a variety of **public objectives, including economic, environmental, and social factors** and in particular the goal of providing a **decent home** and **satisfying living environment**

12/27/2008 Part 22 - Economic Impact 2

The EIR fails to identify the magnitude of the economic, environmental and social factors and impacts as a result of implementation of the subject residential development.

23.3

The EIR does not address the impact of the downturn in the national and state economy and the resulting loss of revenues to the City of San Buenaventura which raises the issue of the City having sufficient revenues to meet expenses and make the residential development economically self-sustaining without to make additional subsidization from the general fund. Failure to adequately address this issue has the potential of not only creating an economic impact on the City, but a social impact on the general population created by the increased burden of paying additional taxes and fees to subsidize the impacts of residential development.

CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to **balance a variety of public objectives, including economic, environmental, and social factors** and in particular **living environment** for every Californian.¹

¹ Duty to Minimize Environmental Damage and Balance Competing Public Objectives, Title 14, California Code of Regulations, Chapter 3, Section 15021 (d),

Slide 3

EVCC
EAST VENTURA
COMMUNITY COUNCIL

Determination of Significance of Environmental Effects

- If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, the agency shall prepare a draft EIR

Evidence must be based on the whole record.

12/27/2008 Part 22 - Economic Impact 3

23.4

The EIR fails to place the whole record before the reviewing bodies in order that the magnitude of substantial evidence can be determined.

Reports, comments and other related information submitted by both public and non-profit organizations have been omitted from the EIR as evidenced by comments from both the County of Ventura and East Ventura Community Council.

- (a) Determining whether a project may have a significant effect plays a critical role in the CEQA process.
 - (1) If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, the agency shall prepare a draft EIR.
 - (2) When a final EIR identifies one or more significant effects, the Lead Agency and each Responsible Agency shall make a finding for each significant effect and may need to make a statement of overriding considerations for the project.²

² Determination of Significance of Environmental Effects, Title 14, California Code of Regulations, Chapter 3, Section 15064 (a)

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 4

EVCC
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Determination of Significance of Environmental Effects

- The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data.
- In determining whether an effect will be adverse or beneficial, the Lead Agency shall consider the views held by members of the public in all areas affected as expressed in the whole record before the lead agency.
- In evaluating the significance of the environmental effect of a project, the Lead Agency shall consider consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.

Quantify the environmental effects based on scientific and factual data in order to determine the magnitude of the impact of the proposed Residential development on the subject area of concern

12/27/2008 4

Information in other chapters contained in this report demonstrates and supports the contention that:

23.5

Scientific and technical information is incomplete as demonstrated by previously submitted DMND and Scoping Meeting Reports have been omitted, drainage study data and maps previously contained in the DMND have been omitted and previously submitted archaeological and cultural data have been omitted:

Views held by members of the public have been either withheld or omitted as demonstrated by eliminating comments to the DMND and Scoping Meeting; and

Reasonably foreseeable impacts are not addressed as evidenced by failure to address the magnitude of the impact of a greater than Q100 storm event, failure to identify the adverse impact of reclassifying Telegraph and Wells Roads from secondary arterial to collector roadways violation of the California Fire Code requirements.

(b) The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data³.

•(c) In determining whether an effect will be adverse or beneficial, the Lead Agency shall consider the views held by members of the public in all areas affected as expressed in the whole record before the lead agency.

³ Determination of Significance of Environmental Effects, Title 14, California Code of Regulations, Chapter 3, Section 15064

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

•(d) In evaluating the significance of the environmental effect of a project, the Lead Agency shall consider **direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.**

•(1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project. Examples of direct physical changes in the environment are the dust, noise, and traffic of heavy equipment that would result from construction of a sewage treatment plant and possible odors from operation of the plant.

•(2) An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment. For example, the construction of a new sewage treatment plant may facilitate population growth in the service area due to the increase in sewage treatment capacity and may lead to an increase in air pollution.

•(3) An indirect physical change is to be considered only if **that change is a reasonably foreseeable impact** which may be caused by the project.

23.5

Slide 5

EVCC
EAST VENTURA
COMMUNITY COUNCIL

Determination of Significance of Environmental Effects

- The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data.
- In determining whether an effect will be adverse or beneficial, the Lead Agency shall consider the views held by members of the public in all areas affected as expressed in the whole record before the lead agency.
- In evaluating the significance of the environmental effect of a project, the Lead Agency shall consider consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.

Quantify the environmental effects based on scientific and factual data in order to determine the magnitude of the impact of the proposed Residential development on the subject area of concern

12/27/2008 5

The EIR fails to address foreseeable impacts such as inadequate school facilities, impact of future development on roadway capacity and the increase in unmitigated drainage on surrounding private property.

23.5

- (d) In evaluating the significance of the environmental effect of a project, the Lead Agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.
 - (1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project. Examples of direct physical changes in the environment are the dust, noise, and traffic of heavy equipment that would result from construction of a sewage treatment plant and possible odors from operation of the plant.
 - (2) An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment. For example, the construction of a new sewage treatment plant may facilitate population growth in the service area due to the increase in sewage treatment capacity and may lead to an increase in air pollution.
 - (3) An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project.⁴

⁴ Determination of Significance of Environmental Effects, Title 14, California Code of Regulations, Chapter 3, Section 15064

Slide 6

EVCC
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COMMUNITY COUNCIL

Determination of Significance of Environmental Effects (Cont'd)

- Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment. Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic and social effects of a physical change may be used to determine that the physical change is a significant effect on the environment. If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.

12/27/2008 Part 22 - Economic Impact 6

23.6

The EIR fails to quantify and determine the cumulative economic and social impact of overcrowded schools created by residential development.

(e) Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment. Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic and social effects of a physical change may be used to determine that the physical change is a significant effect on the environment. If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.

- Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic and social effects of a physical change may be used to determine that the physical change is a significant effect on the environment.
- If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.⁵

⁵ Determination of Significance of Environmental Effects, Title 14, California Code of Regulations, Chapter 3, Section 15064

Slide 7

EVCC
EAST VENTURA
COMMUNITY COUNCIL

Determination of Significance of Environmental Effects (Cont'd)

- The cumulative impact of the 2005 General Plan will cause overcrowding of schools in the Ventura Unified School District which will impact the quality of education received by the students.
- Lack of adequate infrastructure will result in the inability of the City of San Buenaventura to provide needed municipal services.

12/27/2008 Part 22 - Economic Impact 7

23.6

(e) Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment. Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic and social effects of a physical change may be used to determine that the physical change is a significant effect on the environment. If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, **if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.**

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- If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, **if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.**⁶

⁶ Determination of Significance of Environmental Effects, Title 14, California Code of Regulations, Chapter 3, Section 15064

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 8

EVCC
EAST VENTURA
COMMUNITY COUNCIL

Mandatory Findings of Significance

- (a) A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur:
 - (1) The project has the potential to: substantially **degrade the quality of the environment**; substantially **reduce the habitat** of a fish or wildlife species; cause a fish or wildlife population to **drop below self-sustaining levels**; threaten to **eliminate a plant or animal community**; substantially **reduce the number or restrict the range** of an endangered, rare or threatened species; or **eliminate important examples** of the major periods of California history or prehistory.
 - (2) The project has the potential to achieve **short-term environmental goals to the disadvantage of long-term environmental goals**.
 - (3) The project has possible environmental effects that are **individually limited but cumulatively considerable**. "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.
 - (4) The environmental effects of a project will **cause substantial adverse effects on human beings**, either directly or indirectly.
- (b)
 - (1) Where, prior to project approval, the proponent agrees to provide scientific and factual data in order to determine the magnitude of the impact of the proposed Residential development on the subject area of concern.
 - (2) Further, the range of such effects shall be determined solely by:
 - (A) the project proponent, in reliance on an approved habitat conservation plan or natural community conservation plan;
 - (B) the state or federal agency approved the habitat conservation plan or natural community conservation plan in reliance on an environmental impact report or environmental impact statement; and

12/27/2008 and Part 22 - Economic Impact 8

23.7

(a) A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur:

- (1) The project has the potential to: substantially **degrade the quality of the environment**; substantially **reduce the habitat** of a fish or wildlife species; cause a fish or wildlife population to **drop below self-sustaining levels**; threaten to **eliminate a plant or animal community**; substantially **reduce the number or restrict the range** of an endangered, rare or threatened species; or **eliminate important examples** of the major periods of California history or prehistory.
- (2) The project has the potential to achieve **short-term environmental goals to the disadvantage of long-term environmental goals**.
- (3) The project has possible environmental effects that are **individually limited but cumulatively considerable**. "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.
- (4) The environmental effects of a project will **cause substantial adverse effects on human beings**, either directly or indirectly.⁷

⁷ Mandatory Findings of Significance, Title 14, California Code of Regulations, Chapter 3, Section 15065

Slide 9

EVCC
EAST VENTURA
COMMUNITY COUNCIL

Thresholds of Significance.

- **Thresholds of significance in environmental impact documents are subjective based on the perspective, particularly feelings, beliefs, and desires, of the developer of the document instead of being objective which are uninfluenced by emotions or personal prejudices.**
- **Thresholds of significance have not been adopted by ordinance, resolution, rule, or regulation by a public review process and are not supported by substantial evidence generated through a public review process.**

Environmental effects require determination of identifiable quantitative, qualitative or performance levels in order to determine the impact significance.

12/27/2008 Part 22 - Economic Impact 9

- (a) Each public agency is encouraged to **develop and publish thresholds of significance** that the agency uses in the determination of the significance of environmental effects. **A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect**, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant.
- (b) Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence.⁸

23.8

⁸ Thresholds of Significance, Title 14, California Code of Regulations, Chapter 3, Section 15064.7

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 10

EVCC
EAST VENTURA
COMMUNITY COUNCIL

Discussed in EIR But Magnitude of Environmental, Economic or Social Impact Not Identified

- Agriculture
- Historic Landmarks
- Stormwater
- Fire Hazard
- Fire Department
- Police Department
- Schools
- Libraries
- Solid Waste
- Recreation & Parks
- Roadway Systems
- Alternative Transportation
- Transportation Improvements
- Groundwater
- Water Supply
- Wastewater Conveyance

The 2005 General Plan FEIR is incomplete and quantifying impacts and cannot be cited in subsequent tiered Initial Studies(IS), Negative Declarations(ND) or Environmental Impact Reports(EIR).

12/27/2008 Part 22 - Economic Impact 10

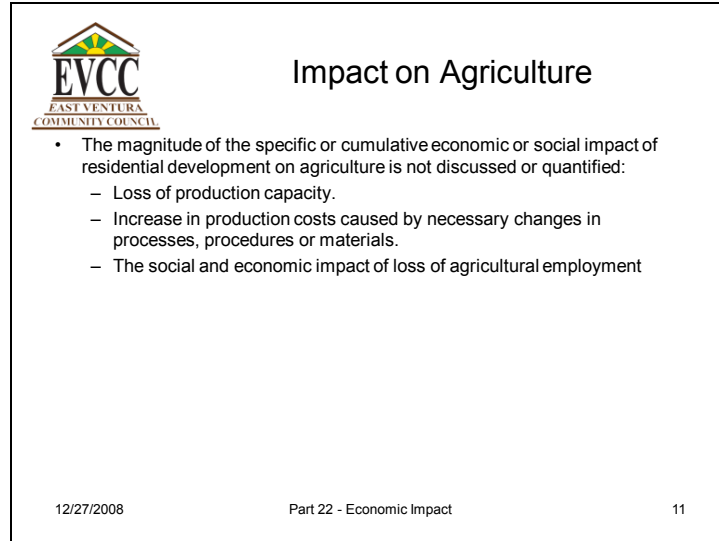
23.9

•The following environmental subjects were described and discussed in the 2005 General Plan Final Environmental Impact Report (FEIR) but the magnitude of the environmental, economic or social impacts were not quantified or identified. The 2005 General Plan FEIR is incomplete and cannot be cited in subsequent tiered Initial Studies(IS), Negative Declarations(ND) or Environmental Impact Reports(EIR)⁹.

⁹ Determination of Significance of Environmental Effects, Title 14, California Code of Regulations, Chapter 3, Section 15064

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 11



EVCC
EAST VENTURA
COMMUNITY COUNCIL

Impact on Agriculture

- The magnitude of the specific or cumulative economic or social impact of residential development on agriculture is not discussed or quantified:
 - Loss of production capacity.
 - Increase in production costs caused by necessary changes in processes, procedures or materials.
 - The social and economic impact of loss of agricultural employment

12/27/2008 Part 22 - Economic Impact 11

23.10

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 operation¹⁰

¹⁰ Reference: 2005 City of San Buenaventura General Plan Final EIR, Page 4.2.20

Slide 12

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EAST VENTURA
COMMUNITY COUNCIL

Historic Landmarks

- The magnitude of the specific or cumulative economic or social impact of residential development on historic structures and landmarks is not discussed or quantified :
 - Destruction or encroachment upon such areas and structures
 - Promotion of the preservation, maintenance, or improvement of landmarks and points of interest
 - Promotion of the educational and economic interests of the entire City
 - Environmental influences adverse to such purposes

12/27/2008 Part 22 - Economic Impact 12

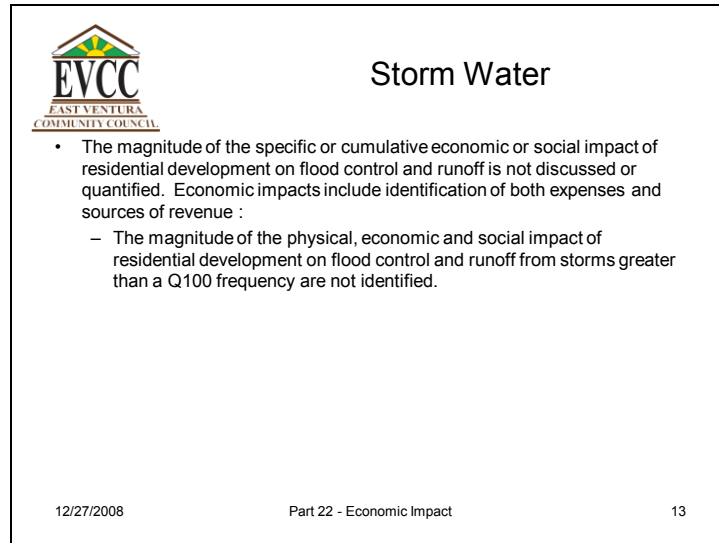
Historic Preservation:

• 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.¹¹

¹¹ Reference: 2005 City of San Buenaventura General Plan Final EIR, Page 4.5.8.

Slide 13



Storm Water

- The magnitude of the specific or cumulative economic or social impact of residential development on flood control and runoff is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue :
 - The magnitude of the physical, economic and social impact of residential development on flood control and runoff from storms greater than a Q100 frequency are not identified.

12/27/2008 Part 22 - Economic Impact 13

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 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 below¹²


23.12

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 level¹³

¹² 2005 General Plan FEIR, Page 4.8-16

¹³ Reference: 2005 General Plan FEIR, Page 4.8-18

Slide 14



Fire Hazard

- The magnitude of the specific or cumulative economic or social impact of residential development on the availability of public services to protect property in hazardous areas ability of the flood control and runoff is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue:
 - Increased fire protection services
 - Increased protection from storm water runoff.
 -

12/27/2008 Part 22 - Economic Impact 14


23.13

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.¹⁴

¹⁴ Reference: 2005 General Plan FEIR, Page 4.11-23

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 15



Fire Department

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of the fire department to provide adequate emergency medical services and fire protection or suppression is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue :
 - Medical emergencies.
 - Fire suppression.
 - Fire protection.
 - Hazardous materials.

12/27/2008 Part 22 - Economic Impact 15

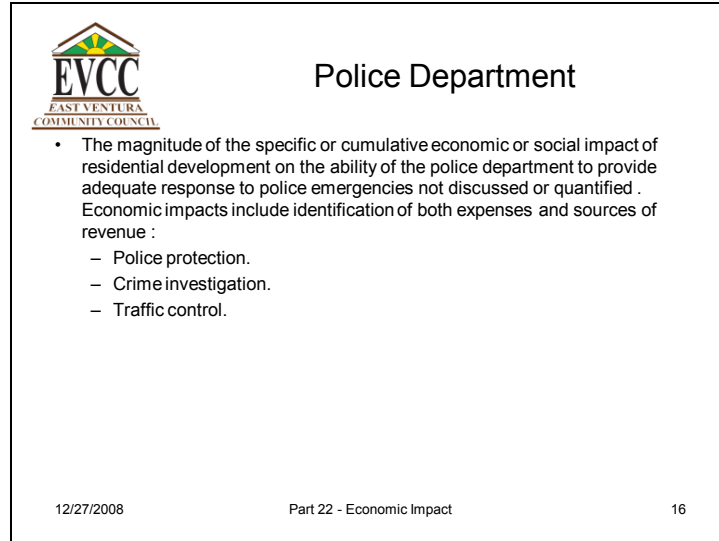
23.14

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.¹⁵

¹⁵ Reference: 2005 General Plan FEIR, Page 4.11-24

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 16



EVCC
EAST VENTURA
COMMUNITY COUNCIL

Police Department

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of the police department to provide adequate response to police emergencies not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue :
 - Police protection.
 - Crime investigation.
 - Traffic control.


12/27/2008 Part 22 - Economic Impact 16

23.15

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. ¹⁶

¹⁶ Reference: 2005 General Plan FEIR, Page 4.11-24

Slide 17



Schools

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide adequate instruction and instructional facilities and materials is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection
 - Implementation schedule
 - Expenses and revenue for school site.
 - Expenses and revenue for operation.

12/27/2008 Part 22 - Economic Impact 17

23.16


Schools (Impact PS-3). An estimated 3,486 new VUSD students projected by 2025 under this scenario. Based on 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 reduce 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.¹⁷

The total seat cost for 6,613 units of a 2,500 square foot dwelling unit residential development is estimated to be \$54,557,250 with only \$35,379,550 collected in developer fees leaving the school district and taxpayer to pay **\$19,177,700.**

¹⁷ Reference: 2005 General Plan FEIR, Page 4.11-24

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 18



Libraries

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide adequate library facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection
 - Implementation schedule
 - Expenses and revenue for library site and materials.
 - Expenses and revenue for library operation.

12/27/2008 Part 22 - Economic Impact 18

23.17

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.¹⁸

¹⁸ Reference: 2005 General Plan FEIR, Page 4.11-24

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 19



Solid Waste

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide adequate solid water disposal facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection
 - Implementation schedule
 - Expenses and revenue for solid waste site.
 - Expenses and revenue for solid waste site operation.

12/27/2008 Part 22 - Economic Impact 19


23.18

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 to close in the 2022-2027 time period. Absent an alternative means/location for disposing of waste, impacts are Class I, unavoidably significant.¹⁹

¹⁹ Reference: 2005 General Plan FEIR, Page 4.11-24

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 20



Recreation & Parks

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide adequate recreation and park facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection
 - Implementation schedule
 - Expenses and revenue for recreation or park site.
 - Expenses and revenue for recreation or park site operation.

12/27/2008 Part 22 - Economic Impact 20


23.19

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.²⁰

²⁰ Reference: 2005 General Plan FEIR, Page 4.11-26

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 21



Roadway Systems

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide adequate roadways and transportation facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and improvements required
 - Implementation schedule
 - Expenses and revenue for site right-of-way.
 - Expenses and revenue for roadway operation.


12/27/2008 Part 22 - Economic Impact 21

23.20

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.²¹

²¹ Reference: 2005 General Plan FEIR, Page 4.12-21

Slide 22



Alternative Modes of Transportation

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide alternative modes of transportation and facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and improvements required
 - Implementation schedule
 - Expenses and revenue for alternative modes of transportation sites.
 - Expenses and revenue for alternative mode of transportation operation.
 - Each resident of the City of San Buenaventura is currently subsidizing Gold Coast Transit at a rate of \$28.18 per year.

12/27/2008 Part 22 - Economic Impact 22

23.21

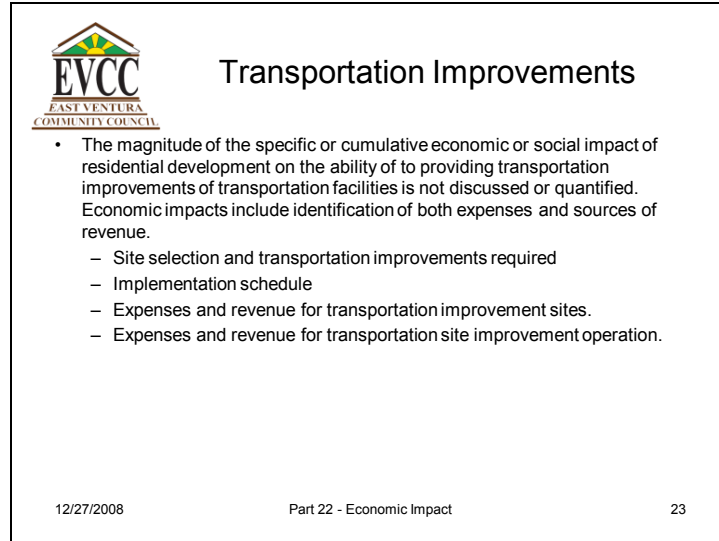
Alternative Transportation Modes (Impact TC-2). Emphasis on intensification/reuse and mixed use development, in combination with proposed General Plan policies, generally enhance opportunities for alternative transportation modes. Impacts are Class IV, beneficial.²²
 $\$3,051,318/108,261 = \$28.18/\text{year}/\text{resident}.$ ²³

²² Reference: 2005 General Plan FEIR, Page 4.12-22

²³ Reference: 2005 General Plan FEIR, Page 4.12-22

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 23



EVCC
EAST VENTURA
COMMUNITY COUNCIL

Transportation Improvements

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to providing transportation improvements of transportation facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and transportation improvements required
 - Implementation schedule
 - Expenses and revenue for transportation improvement sites.
 - Expenses and revenue for transportation site improvement operation.

12/27/2008 Part 22 - Economic Impact 23


23.22

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.²⁴

²⁴ Reference: 2005 General Plan FEIR, Page 4.12-23

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 24



Groundwater

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to providing an adequate water supply using water from underground aquifers has not been adequately demonstrated, discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and improvements required
 - Implementation schedule
 - Expenses and revenue for groundwater sites.
 - Expenses and revenue for groundwater site operation.

12/27/2008 Part 22 - Economic Impact 24

23.23


Groundwater. 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).²⁵

²⁵ Reference: 2005 General Plan FEIR, Page 4.13-18

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 01
CEQA EIR Requirements

Slide 25



Water Supply

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to providing an adequate water supply and distribution system using water from underground aquifers, rivers and lakes has not been adequately demonstrated, discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and improvements required.
 - Distribution facility requirements and improvements.
 - Implementation schedule
 - Expenses and revenue for water supply sites and distribution facility construction.
 - Expenses and revenue for water supply site and distribution facility operation.

12/27/2008 Part 22 - Economic Impact 25

23.23

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.²⁶

²⁶ Reference: 2005 General Plan FEIR, Page 4.13-19

Slide 26



Wastewater Conveyance

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to providing an adequate wastewater conveyance system has not been adequately demonstrated, discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and improvements required.
 - Distribution wastewater facility requirements and improvements.
 - Implementation schedule
 - Expenses and revenue for wastewater conveyance and treatment site construction.
 - Expenses and revenue for wastewater conveyance and treatment site operation.

12/27/2008 Part 22 - Economic Impact 26

23.24

Wastewater Conveyance and Treatment (Impact U-2). Projected increase in flow of 2.88 million gallons per day (mgd) at VWRP 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 significant²⁷

²⁷ Reference: 2005 General Plan FEIR, Page 4.13-19

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 02
CEQA Cumulative Impact Review Requirements

SUMMARY

The Environmental Impact Report (EIR) for the Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential and commercial development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura and especially, the residents of the Wells-Saticoy community.

23.25

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific or factual data in order to determine the magnitude of the impact of the proposed residential development or the cumulative impacts of proposed residential developments on the subject area of concern.

The EIR does not address the cumulative physical, economic or social impacts of other residential development.

The *CEQA Guidelines* require that an EIR provide a discussion of cumulative impacts, which is a change in the environment that results from adding the effect of the project to those effects of closely-related past, present and probable future projects

The EIR does not address the cumulative physical, economic or social impacts of other residential development on the ability to meet the intent of Senate Bill 375 which requires metropolitan planning organizations to include sustainable communities strategies for the purpose of: reducing greenhouse gas emissions; aligning planning for transportation and housing; and makes findings and declarations concerning the need to make significant changes in land use and transportation policy in order to meet the greenhouse gas reduction goals established by Assembly Bill 32.

23.26

The above statements are substantiated by information contained in the attached slides


Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 02
CEQA Cumulative Impact Review Requirements

Slide 1

Neighbors Together

Wells-Saticoy Community Plan EIR-2473 Environmental Impact Report
Review Comments

Part 26
Cumulative Impact



Daniel Cormode
East Ventura Community Council
Planning & Development Committee
11 June 2009

Working Towards The Future

6/11/2009 Part 26 - Cumulative Impact 1

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 02
CEQA Cumulative Impact Review Requirements

Slide 2



Requirements

- The Wells-Saticoy Community Plan Environmental Impact Reports (EIR) does not contain an adequate discussion of the cumulative environmental, economic, fiscal or social impacts the following projects.
 - Citrus Place - EIR-2451 -
 - UC Hansen Trust - EIR-2469 -
 - East Village & Jen Ven Village - EIR-2517 -
 - Saticoy Gateway Specific Plan (Jan 2006)
 - Parklands - EIR-2459
 - La Barranca - RGMP-195
 - Enclave - RGMP-210
 - Paseo Barranca - RGMP-202
 - Citrus Center - - HAP-17
 - Aldea Hermosa
 - Chapel Lane Courtyard
 - Saticoy Veteran/s Home

6/11/2009 Part 26 - Cumulative Impact 2

23.27


Requirements

The *CEQA Guidelines* require that an EIR provide a discussion of cumulative impacts, which is a change in the environment that results from adding the effect of the project to those effects of closely-related past, present and probable future projects.

- Citrus Place - EIR-2451 -
- UC Hansen Trust - EIR-2469 -
- East Village & Jen Ven Village - EIR-2517 -
- Saticoy Gateway Specific Plan (Jan 2006)
- Parklands - EIR-2459
- La Barranca - RGMP-195
- Enclave - RGMP-210
- Paseo Barranca - RGMP-202
- Citrus Center - - HAP-17
- Aldea Hermosa
- Chapel Lane Courtyard
- Saticoy Veteran/s Home

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 02
CEQA Cumulative Impact Review Requirements

Slide 3



Basis for Analysis

- The Wells Saticoy Community Plan Environmental Impact Report (FEIR) does not contain a list of past, present, and probable future projects
- The Wells-Saticoy Community Plan Environmental Impact Report (FEIR) does not quantify the cumulative magnitude or quantify the environmental, economic, fiscal or social impacts of:
 - Past, present or future projects.
 - Regional or areawide conditions contributing to the cumulative impact.

6/11/2009 Part 26 - Cumulative Impact 3

23.28


Basis for Analysis

The cumulative analysis shall be based upon either:

- a list of past, present, and probable future projects; or
- a summary of projections contained in an adopted general plan or related planning document (such as a regional growth plan), or in a certified environmental document, which described or evaluated regional or areawide conditions contributing to the cumulative impact.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 02
CEQA Cumulative Impact Review Requirements

Slide 4



Probable Future Projects

- The 2005 General Plan Final Environmental Impact Report (FEIR) does not list probable future projects which meet one of the required definition:
 - 1) for which an application has been received at the time the notice of preparation is released;
 - 2) included in an adopted capital improvements program or other similar plan;
 - 3) included in a summary of projections of projects in a general plan or a similar plan;
 - 4) anticipated as later phase of a previously approved project (e.g. a subdivision); or
 - 5) for which money has been budgeted by a public agency.

6/11/2009 Part 26 - Cumulative Impact 4

23.29

Probable Future Projects

"Probable future projects" is defined in *CEQA Guidelines Section 15130(b)(1)(B)(2)* (http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines/art9.html) as projects:

- 1) for which an application has been received at the time the notice of preparation is released;
- 2) included in an adopted capital improvements program or other similar plan;
- 3) included in a summary of projections of projects in a general plan or a similar plan;
- 4) anticipated as later phase of a previously approved project (e.g. a subdivision); or
- 5) for which money has been budgeted by a public agency.

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 03

Other Comments

SUMMARY

The Environmental Impact Report (EIR) for the Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulation, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment or the cumulative impact of other proposed residential developments on the subject.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development or the cumulative effects of other proposed residential developments on the subject area of concern.

The attached documentation also applies to the Wells-Saticoy Community Plan EIR-2473 even though it was prepared for another EIR.

23.30

Brown Barranca.

Discussion of the importance of the Brown Barranca to the future plan for the Wells-Saticoy Community and the environmental impact of development is missing from the Wells-Saticoy Community Plan EIR. Include discussion from references (a) and (b).^{1 2}

- Ref: (a) Parklands Final Environmental Impact Report SCH # 2008031082 dated June 2009
- (b) Parklands Draft EIR SCH # 2008031082 dated Sep 2008

Parklands Final Environmental Impact Report, reference (a), fails to adequately discuss the feasibility of accomplishing the proposed project at alternative sites in a successful manner considering the economic, environmental, social, and technological factors involved.

Reference (a) acknowledges that other sites that could physically accommodate the proposed specific plan may be present in Ventura, and some sites have land use designations that would accommodate the general scale of the proposed specific plan.

Reference (a) states one of the fundamental objectives of the proposed specific plan is to design the project around Brown Barranca with the barranca as a focal point of the project. The veracity of this statement is questionable since goal of "designing the project around Brown Barranca as a focal point of the project" was never stated previously nor is that goal identified in the Parklands Draft EIR, reference (b). If anything, Brown Barranca represents an obstacle to the design of the proposed project from the aspect of traffic and circulation connectivity and land use since the barranca can serve no other use than a drainage conduit between Telegraph and the 126 Freeway. Shaping the future development pattern of the area by creating bikeable neighborhoods is questionable due to narrow streets. Providing "ample recreational, residential and commercial opportunities." is both speculative and erroneous since commercial opportunities may be in the range of 1 to 25,000 square feet as the Development Agreement has a non-definitive requirement of 'up to 25,000' square feet of commercial/retail.

Furthermore, the applicant's access to other sites and the amount of investment in the current project site are not environmental issues. The infeasibility of relocating the project to another site due to economic and schedule factors are not speculative and are not substantiated by any supporting data.

Lastly, the Brown Barranca acts as a barrier to inclusionary housing since all affordable housing is located in the northeast corner of the Parklands project.

-----Parklands Final EIR Alternatives-----

The California Supreme Court, in *Citizens of Goleta Valley v. Board of Supervisors* (1990), indicated that a discussion of alternative sites is needed if the project "may be feasibly accomplished in a successful manner considering the economic, environmental, social, and technological factors involved" at another site. As suggested in *Goleta*, several criteria form the basis of whether alternative sites need to be considered in detail. These criteria take the form of the following questions:

1. *Could the size and other characteristics of another site physically accommodate the project?*
2. *Is another site reasonably available for acquisition?*
3. *Is the timing of carrying out development on an alternative site reasonable for the applicant?*

¹ Parklands Final Environmental Impact Report SCH # 2008031082 dated June 2009

² Parklands Draft EIR SCH # 2008031082 dated Sep 2008

23.31



4. *Is the project economically feasible on another site?*
5. *What are the land use designation(s) of alternative sites?*
6. *Does the lead agency have jurisdiction over alternative sites? and 7. Are there any social, technological, or other factors that may make the consideration of alternative sites infeasible?*

Other sites that could physically accommodate the proposed specific plan may be present in Ventura, and some sites have land use designations that would accommodate the general scale of the proposed specific plan. However, one of the fundamental objectives of the proposed specific plan is to design the project around Brown Barranca with the barranca as a focal point of the project. Moreover, the project is sited to develop this southwest corner of Telegraph Road at Wells Road with mixed uses thereby expanding the Wells Corridor westward towards the edge of the barranca. The specific plan at this location would be a key to shaping the future development pattern of the area to create walkable, bikeable neighborhoods with ample recreational, residential and commercial opportunities. Relocating the project to another site would not achieve this objective. Moreover, the applicant does not have access to other sites and has already made a substantial investment in the current project site. Therefore, relocating the project to another site would not be feasible from either an economic or timing standpoint. Consequently, because relocation of the project to an alternative site is not feasible, discussion of the impacts of alternative sites is not warranted.[1]

-----Parklands Draft EIR Alternatives-----

6.1 ALTERNATIVE 1: NO PROJECT – NO BUILD

This alternative assumes that the proposed improvements are not implemented and that the existing agricultural operations continue. It should be noted that implementation of the No Project alternative would not preclude future development within the specific plan area.

The No Project alternative would avoid the proposed specific plan's environmental impacts in every issue area studied in the EIR except for treatment of contaminated soils and groundwater demand. Under this alternative, pesticide use and drawing of groundwater would continue. These impacts would be reduced with implementation of the proposed specific plan. The proposed specific plan would require treatment of contaminated soils and asbestos containing materials, and would cease to involve application of agricultural pesticides. The No Project Alternative would not avoid the cumulatively significant noise increase to existing residences along Blackburn Road from traffic along SR 126 at year 2025 conditions.[2]

6.2 ALTERNATIVE 2: EXISTING GENERAL PLAN/ ZONING

This alternative would involve development under the existing County of Ventura General Plan and Zoning Designations. About 54 acres of the plan area are currently within the County. The County lands are currently zoned AE-40 and have a General Plan designation of Agricultural Urban Reserve - 40 Acre minimum. This alternative assumes that these 54 acres would remain in agricultural production as they are today. About 13 acres are currently within the City of Ventura and are zoned R-1-7 with a General Plan designation of Neighborhood Low 0-8 du/acre. This alternative assumes that buildout of these 13 acres would have a maximum density of 7 units/acre as allowed under the zoning ordinance, and would result in development of 91 units. This alternative would not involve modifications to the Barranca and would not involve development of commercial uses.[2]

6.3 ALTERNATIVE 3: BARRANCA AVOIDANCE

23.31

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 03

Other Comments

This alternative would involve avoidance of the barranca as this was a recommendation made by the Department of Fish and Game in response to the Mitigated Negative Declaration that was previously issued for the proposed specific plan. This alternative would reduce impacts to biological resources, primarily riparian and wetland habitat that would be affected by the culverting of 725 linear feet of the barranca. The Barranca Avoidance Alternative assumes a slight reduction in units (19 fewer) as those residential units that would be situated within the updated 100-year flood zone as shown on Figure 4.6-1 would not be constructed. This alternative assumes that the specific plan would still involve development of up to 25,000 square feet of commercial use, but that the Carlos Street extension would not be constructed as it is dependent on culverting of the barranca. [2]

23.31

[1] Parklands FEIR, Volume 1, Page 6-8.

[2] Parklands DEIR, September 2008

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 03
Other Comments

Traffic Planning.

The illogical and fiscally irresponsible solutions to traffic and circulation issues for Telegraph and Wells Road due to proposed development appear to be either from politically motivated mismanagement, personnel behaving deceitfully with a goal of financial gain in the form of reducing near-term expenditures and failing to analyze long-term consequences of their actions or employing incompetent and unqualified personnel to perform traffic and management planning functions. .

The City of San Buenaventura is changing the emphasis of traffic planning and circulation from solving the problem to educating you to think of alternatives:

- Emphasis on all modes of transportation (automobile, bus, bicycle or walking) instead of just the automobile.
- Emphasis on accessibility and use of all modes of transportation instead of the mobility of the automobile.
- Emphasis on compact mixed-use development instead of low density development.
- Emphasis on quality of life instead of speed.
- Emphasis on demand management instead of capacity management.

In short, City Staff has stated "the City is not going to sacrifice quality of life for sake of speed", so learn to live with congestion:

- Try different travel times.
- Try different travel routes.
- Try different travel modes.

Removal of the existing roadway to enhance both Telegraph Road and Wells Road to a two-lane collector standard and then later remove the recently installed collector roadway standard improvements to widen the roadway and install necessary infrastructure required for a secondary arterial standard roadway is fiscally irresponsible..

The 16,000 ADT trigger point is not based on any scientific or technical data. The City originally erred in its computation of the estimated traffic on Wells Road between Telegraph Road and Carlos St. The 2005 traffic volume is estimated to be 12,544 ADT, the 2025 traffic volume increases by only 7% and is estimated to be 13,400 ADT with the capacity at 18,000 ADT and the trigger point of 16,000 ADT. City Staff was unable to show the source of the 18,000 ADT in the Highway Capacity Manual and the 16,000 ADT is an unsubstantiated speculative rule of thumb quantity. See Figure 1.

23.32

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 03
 Other Comments

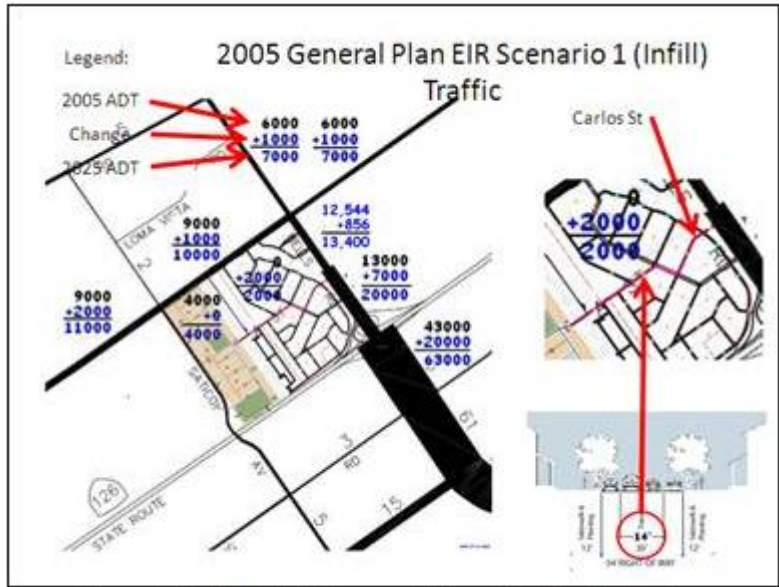


Figure 1 Wells & Telegraph Road Traffic Estimates.

Parklands traffic volume estimates do not include estimated additional traffic due the eventual expiration of the SOAR Initiative on 2030. See Figure 2.

23.32



Figure 2 – Parklands Estimated Traffic Volumes

City Staff fails to recognize the proximity of SOAR properties to the Wells-Saticoy Community and continues to deny the estimated traffic impact of the future development should the SOAR Initiative expire in 2030 as speculative. See Figure 3.

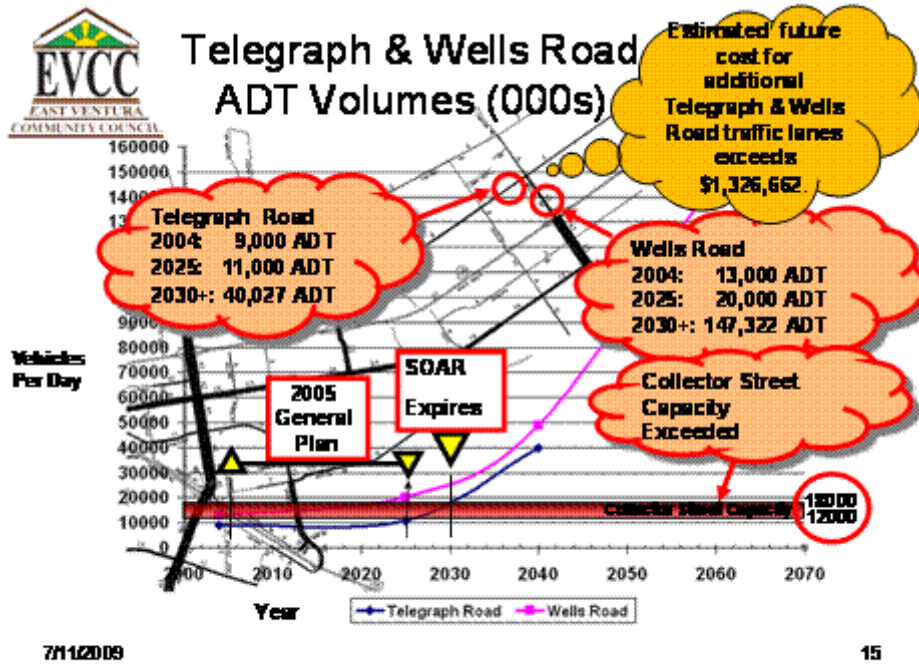


Figure 3 – Estimated Traffic Impact Resulting from Expiration of SOAR.

23.32

A future potential ADT increase of 87,083 ADT is expected due to development of property west of Saticoy Avenue after expiration of SOAR based on an estimated developable area of 1,089 acres with a density of 8 dwelling units per acre and 10 ADT per dwelling Unit. The potential impact on the segment of Telegraph Road from Saticoy Avenue to Wells Road could be 27,027 ADT if it is assumed that the traffic direction is uniformly distributed in the westerly, southerly and easterly direction. See Figure 4.

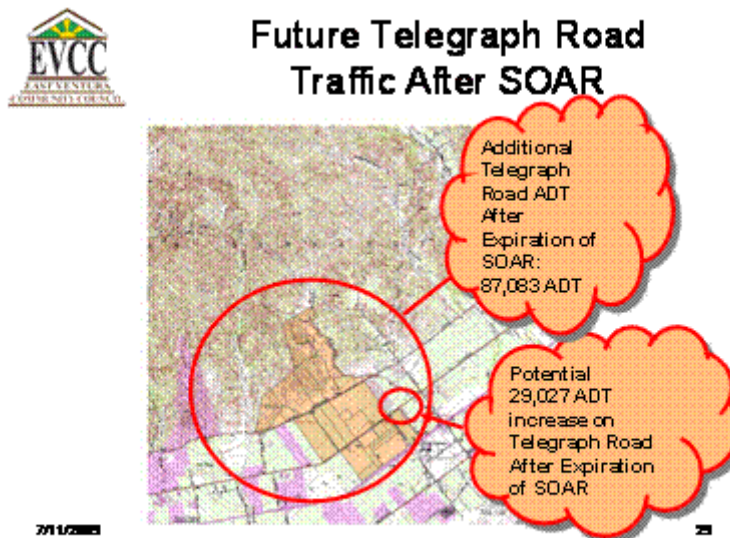
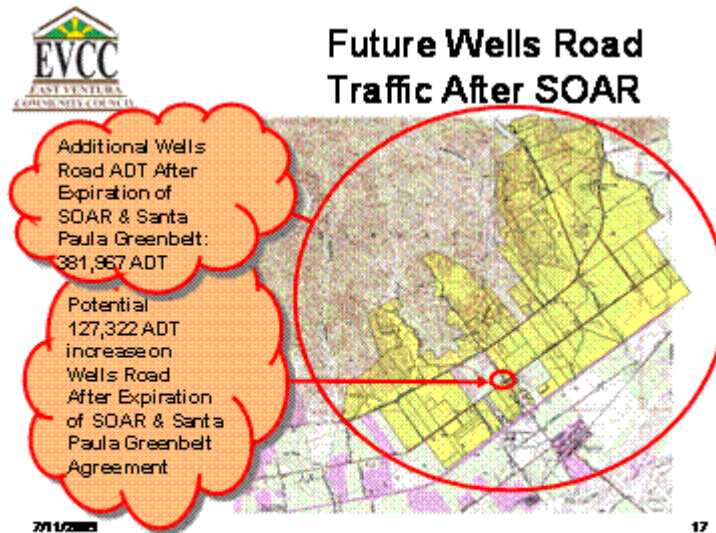


Figure 4 – Future Telegraph Road Traffic After Expiration of SOAR.

A future potential ADT increase of 381,967 ADT is expected due to development of property north of the intersection of Wells Road and HWY 126 after expiration of SOAR & the Santa Paula Greenbelt Agreement based on an estimated developable area of 4,775 acres with a density of 8 dwelling units per acre and 10 ADT per dwelling Unit. The potential impact on the segment of Wells Road at HWY 126 could be 127,322 ADT if it is assumed that the traffic direction is uniformly distributed in the westerly, southerly and easterly direction. See Figure 5.



23.32

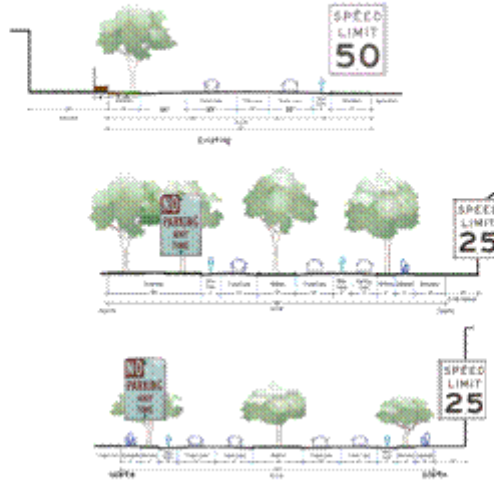
Figure 5 – Future Wells Road Traffic After Expiration of SOAR

During the Planning Commission Hearing on the Parklands project, City Staff stated they had not heard of a need to preserve a 108-foot right-of-way for the future expansion of Telegraph or Wells Roads until Council expressed the need during the UC Hansen Trust hearings. This statement is correct, since the 2005 General Plan identified the need to complete Telegraph and Wells Roads to secondary arterial standards and preservation of the right-of-way for future expansion was not an issue at that time.

It is fiscally irresponsible to remove existing roadway to enhance both Telegraph Road and Wells Road to a two-lane collector standard at an estimated cost of \$2.4M and then later replace collector standard improvements to widen the roadway and install necessary infrastructure to secondary arterial standards. See Figure 6.



Telegraph Road between Saticoy Avenue and Nevada Avenue



7/11/2019

6

Figure 6 – Example of Proposed Enhancements to Telegraph & Wells Roads.

In order to prevent unnecessary removal of existing roadway to enhance both Telegraph Road and Wells Road to a two-lane collector standard and then later replace collector standard improvements such as curbs and gutters and to widen the roadway and install necessary infrastructure to secondary arterial standards, additional revisions to the Tentative Tract Map beyond just street sections are required. See Figure 7.

23.32

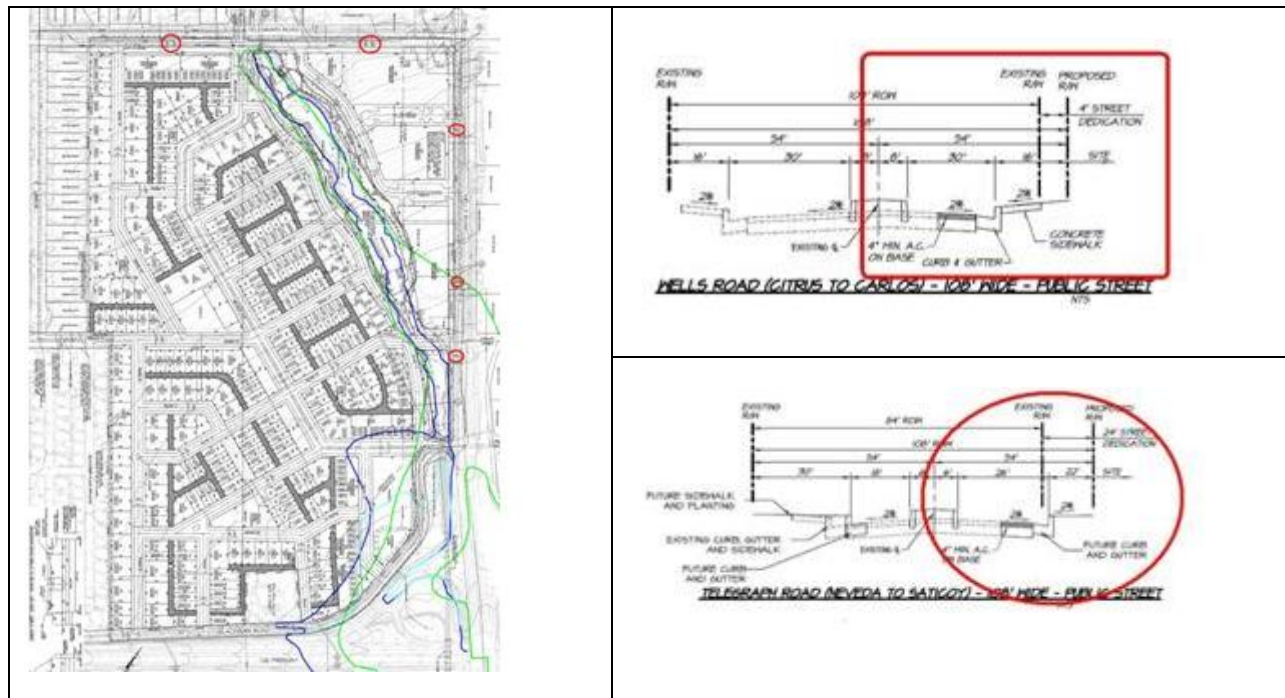


Figure 7 – Tentative Tract Map Changes Required for Roadway Realignment.

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 03

Other Comments

While speculative, City Staff has not scientifically or technically demonstrated how the proposed methods of trying different travel times, trying different travel routes or trying different travel modes are viable solutions to traffic and circulation management, thereby either maintaining or increasing the quality of life for the residents of San Buenaventura.

23.32

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 03
Other Comments

The implementation of the Wells-Saticoy Community Plan is inconsistent with stated planning objectives. City goals for new development are shown in **blue** and comments to the City goal are denoted in **red**.

Traditional Neighborhood Development

- **Urban Sprawl**
- **Increased taxes and enterprise fund fees to support additional infrastructure and schools.**

Make Great Public Places

- **Ambient noise (76 dbA) exceeds standards for parks (65 dbA).**
- **Overcrowded Schools (180% of Capacity)**

Generate A Continuous Network of Great Thoroughfares

- **Two Lane Roads with 28'-32' wide Streets and parking on both sides violate California Fire Code 20' clearance requirements.**
- **25 MPH Speed Limits**
- **Increased neighborhood traffic**
- **Deferred widening of Telegraph & Wells Roads**
- **Expend \$2.4M to improve Telegraph & Wells Roads to 2 lane collector street standards.**
- **Failure to plan for a possible 156,000 ADT increase in traffic should SOAR expire in 2030.**

Make Great Neighborhoods

- **No walkable retail, commercial, employment or education destinations.**
- **High outside ambient noise.**

Live Near Transit

- **One Bus Stop up to ½ mile distance and no rail.**

Get Retail Right

- **No existing neighborhood serving retail, commercial, educational services or employment.**
- **Only 25,000 SF of commercial if market conditions permit in Parklands project.**

Encourage Various Modes of Transit

- **No walkable or bicycle retail, commercial or educational destinations within 1/4 mile of most neighborhoods.**
- **98% use automobile**
- **Limited bus service during daytime hours**
- **No Rail service.**

Get The Parking Right

23.33

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 03

Other Comments

- Multi-family units feature one-car garages with uncovered or street parking.
- Inadequate parking spaces to meet demographic 2.26 vehicles per family..

Maintain Industry Functions

- Eliminates existing agricultural industry
- No additional industry planned.

Manage Natural Resources Through 'Infill First' and Green Redevelopment

- 98% reliance on automobile for transportation.

23.33

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 03
Other Comments

05 July 2009

From: Daniel Cormode
East Ventura Community Council
Planning & Development Committee
186 Gorrion Ave
Ventura, CA 93004

To: City of San Buenaventura
PO Box 99
501 Poli St
Ventura, CA 93004
Attn: Iain Holt

Subj: Proposed Parklands Residential Development, Case Nos, SP-6, MP-161, Z-916, A-327, S-5632, EIR-2459, DA-38, AO-227

Ref: (a) Planning Commission Meeting 23 June 2009, Agenda Item 1
(b) Parklands Final Environmental Impact Report EIR-2459 dated June 2009
(c) Daniel Cormode E-mail dated April 08, 2008 re: City of San Buenaventura Notice of Intent to Adopt a Mitigated Negative Declaration EIR-2429
(d) Draft Development Agreement DA-38.

1. The Westwood Communities Corporation have submitted an application for a Specific Plan (*Parklands Specific Plan*), vesting tentative tract map, and related entitlements in order to create a master plan for the future development of 499 dwelling units, up to 25,000 square feet of commercial area, and approximately 6,500 square feet of community building on the 66.7-acre site.
2. CEQA requires the determination of the significance of the environmental effects caused by a project. Sections of the California Environmental Quality Act pertinent to the discussion of deficiencies in the Parklands Final Environmental Impact Report EIR-2459, reference (a) are:
 - a. If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, the agency shall prepare a draft EIR.³
 - b. The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data⁴.
 - c. In determining whether an effect will be adverse or beneficial, the Lead Agency shall consider the views held by members of the public in all areas affected as expressed in the whole record before the lead agency⁵.

23.34

³ Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Section 15064 a (1).

⁴ Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Section 15064(b).

⁵ Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Section 15064(c).

- d. In evaluating the significance of the environmental effect of a project, the Lead Agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.⁶
 - e. An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project.⁷
 - f. Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment. Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic and social effects of a physical change may be used to determine that the physical change is a significant effect on the environment. If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.⁸ Prior to approving a project, the decisionmaking body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decisionmaking body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.⁹
3. A cursory review of reference (b) has been conducted the information contained in the following paragraphs support the determination that : **The FEIR is missing documentation and is incomplete thereby preventing it from being a whole record; Issue discussions are incomplete; Responses are either speculative, without scientific or technical basis, obsolete or incomplete; Responses in the Final EIR fail to address issues raised by the public comments; the Responses to Comments fail to correctly paraphrase the subject of the comment and respond accordingly; and, the impact of**

23.34

⁶ Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Section 15064(d).

⁷ Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Section 15064(d)(3)

⁸ Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Section 15064(e).

⁹ Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, 15074. Consideration and Adoption of a Negative Declaration or Mitigated Negative Declaration.

adopting Alternative 3 on Traffic and Circulation is not adequately discussed, with the following results:

a. **The FEIR is missing documentation and is incomplete thereby preventing it from being a whole record.**

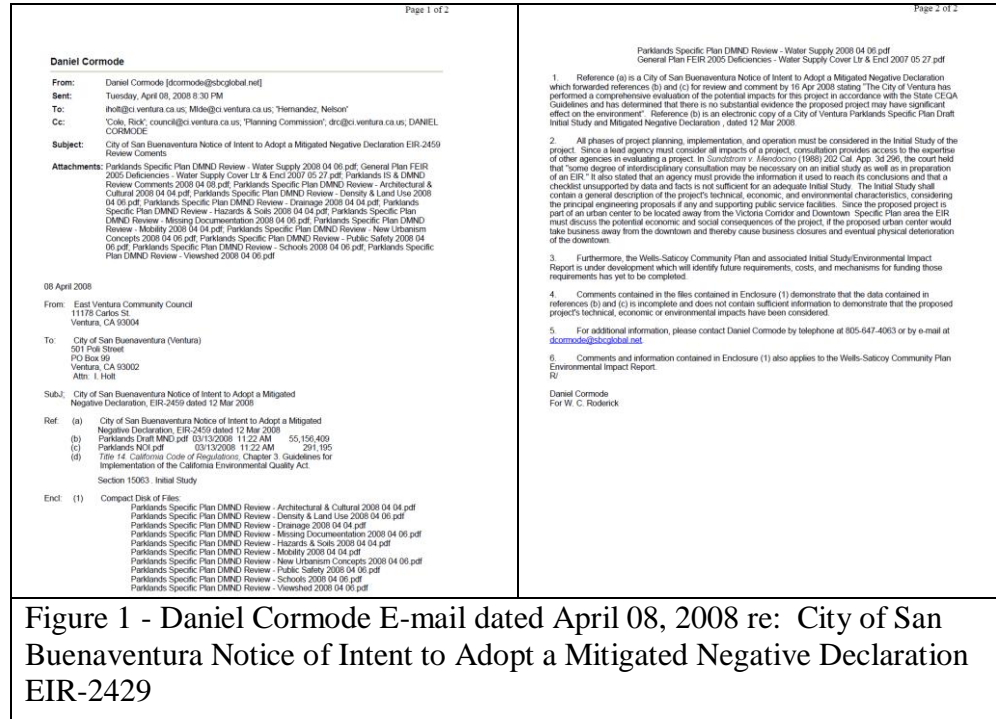
- i. Reference (b) states “This document is a Final Environmental Impact Report (EIR) that evaluates the proposed Parklands Specific Plan located in the City of Ventura, California. The proposed project was previously evaluated in a draft Mitigated Negative Declaration (MND) that was circulated for public review from March 18, 2008 through April 16, 2008. Based on comments received on the draft MND, the City determined that additional environmental analysis was warranted and decided to prepare a focused EIR for the project. The mitigated negative declaration and comments on the mitigated negative declaration are contained in Appendix A.”¹⁰ **The statement “The mitigated negative declaration and comments on the mitigated negative declaration are contained in Appendix A.” is false and Appendix A to reference (b) is incomplete. Comments to the Draft MND prepared by the East Ventura Community Council are contained in enclosures and attachments to reference (c) shown in Figure 1 and were forwarded to Iain Holt of the City of San Buenaventura and are not contained in Appendix A of reference (b). This omission violates Section 15064 (c) of the Guidelines for Implementation of the California Environmental Quality Act which states “In determining whether an effect will be adverse or beneficial, the Lead Agency shall consider the views held by members of the public in all areas affected as expressed in the whole record before the lead agency”¹¹ by not including the public comments and thereby making the record incomplete.**

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¹⁰ Parklands FEIR, Volume I, Page 1-1

¹¹ Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Section 15064(c).

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 03
Other Comments



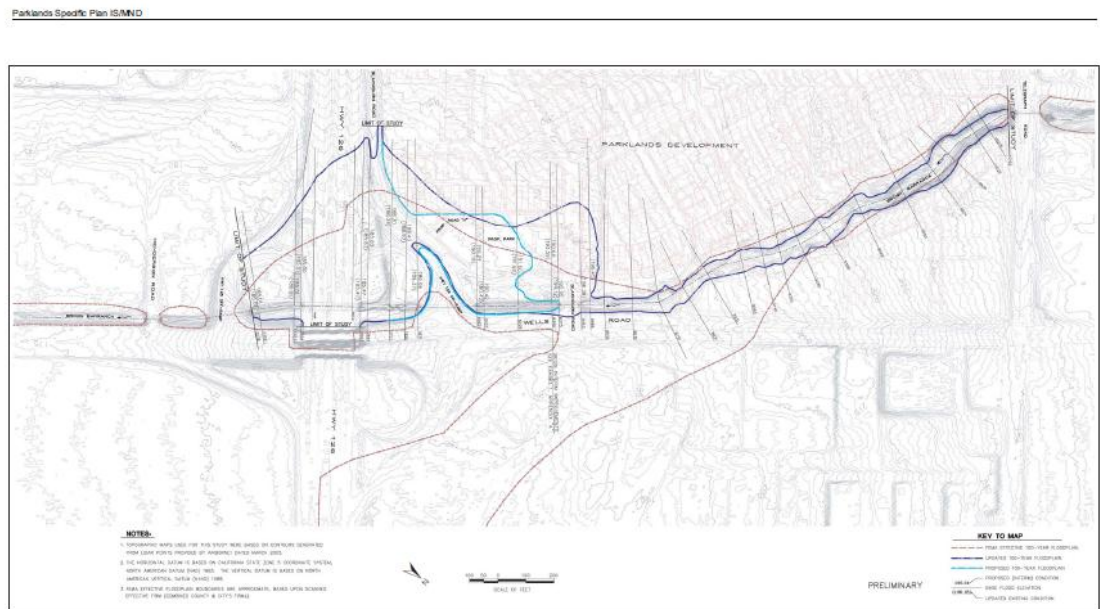
ii. 4.6 Drainage and Flood Hazards. This section addresses impacts related to drainage and flood hazards. This section is based on analysis in the initial study (see Appendix A) and information provided in the following reports. These reports are included in Appendix E¹².

- *Parklands Development TTM No. 5632 Detention Design*. December 28, 2006, Revised July 27, 2008, second revision October 20, 2008. Hawks & Associates.
- *Memorandum – Notice of Intent to Adopt a Negative Declaration, Parklands Specific Plan, Responses to Ventura County Watershed Protection District Comments*. July 29, 2008. Hawks & Associates
- Parklands Specific Plan, *Section IV F. Water and Hydrology*.
- DTR Engineering Memorandum (October 7, 2005) containing Hawks & Associates Engineering Memorandum (October 7, 2005).
- *Brown Barranca Hydraulic Study (Henderson Road to Telegraph Road), December 2006, Omrun Engineering*.

The copy of the Brown Barranca Hydraulic Study is not contained in IS/MND of Appendix A. The copy of the Brown Barranca Hydraulic Study contained in Appendix E of reference (b) is incomplete and is missing Exhibit 2 of the Brown Barranca Hydraulic Study and the IS/MND is missing Figure 21 which is shown as Figure 2 below. This omission violates Section 15064 (c) of the Guidelines for Implementation of the California Environmental Quality Act which states “In determining whether an effect will be adverse or beneficial, the Lead Agency shall consider the views held by members of the

¹² Parklands FEIR, Volume I, Page 4-6.1.

public in all areas affected as expressed in the whole record before the lead agency”¹³ by not including the public comments and thereby making the record incomplete.



Updated Existing and Proposed Floodplain Boundaries

23.34

Source: CDM/Engineering, April 2007

Figure 21
City of Ventura

- b. Issue discussions are incomplete. 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 the Initial Study (Appendix A), although many schools are at or near capacity, the school district is working toward resolving overcrowding through construction of a new middle school in the vicinity of the plan area, as well as exploring potential new school sites and expansion of facilities at existing sites. Mitigation of adverse effects on capacity at schools is accomplished through payment of School Mitigation Fees at issuance of building permits pursuant to State Law. 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 and the impact is considered less than significant.¹⁴ The reviewer erroneously states that “State law specifies that payment of state-mandated school impact fees reduces such impacts to a less than significant level under CEQA. Because the applicant would be required to pay these fees, impacts would not be

¹³ Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Section 15064(c).

¹⁴ Parklands FEIR, Volume 1, Land Use Planning, Page 4.7-13

significant under state law. “ **It is widely accepted that California Code Section 65996 is enforceable and a city or county simply can't demand more than the statutory fees, however, discussion of other CEQA issues related to schools is required such as: location of a new school facility; walking routes to school (safety-traffic circulation), air quality; dividing an existing community (forces a new attendance area); and traffic impacts from miles driven taking or busing kids to far-away schools (Victoria is 4 miles away). Also included is lack of community facilities because Ventura's general plan (like most) factor school fields into the ratios of available park space. The plan is weak in that it has no discussion of where the new school(s) could be, and therefore does not (cannot) analyze whether it is safe to get kids to school, whether there is enough playfield area available, how many additional vehicle miles will be driven if students are bused/driven to the nearest school, and so forth.**”

- c. Responses are either speculative, without scientific or technical basis, obsolete or incomplete. Based on geographic location, students within the plan area would attend Saticoy Elementary, which is operating at 91% of capacity (VUSD, “Room Use Analysis” Statistics (2005) in **2005 General Plan**). The addition of 110 students at this school would exceed the 466-student capacity by 46 students and result in operation at 115% of capacity.¹⁵ **The estimated impact is based on a 2005 enrollment of 402 students. The current 2008-2009 enrollment at Saticoy Elementary School is 424 students.**¹⁶ **The cumulative impacts of residential development on elementary schools is not disclosed. The Wells-Saticoy Community Plan EIR-2479 dated May 2009 estimates the impact of residential development of 1,833 additional dwelling units in the Wells-Saticoy community will generate approximately 403 additional elementary school students, 165 middle school students and 202 high school students.**¹⁷
- d. Responses in the Final EIR fail to address issues raised by the public comments. Comment 10.52 stated “Description of the visual impact of the proposed development on views from Telegraph Road is incomplete. Views of the hills and mountains to the east and south from eastbound Telephone Road will be obscured.”¹⁸ In response to this comment, the discussion of impacts to Telegraph Road on page 4.1-8 has been revised to read as follows:¹⁹

*Telegraph Road. With respect to Telegraph Road, the proposed development would occur south of Telegraph Road, whereas the closest hillsides lie to the north. The distant hillsides to the south and east would be partially obscured by plan area development; however, **the hillsides to the southeast are more than two miles away and, therefore, are not prominent visual features from Telegraph Road.** Thus, although the proposed development would alter the character of views to the south by converting agricultural land to residential use, it would not obstruct views of the hillsides to the north. Consequently, the visual*

¹⁵ Parklands MND EIR-2459, Page 54.

¹⁶ Ventura Unified School District Enrollment as of 15 May 2009 from Rosi Cortez, Ventura Unified School District Executive Assistant, E-mail dated 11 June 2009.

¹⁷ Wells-Saticoy Community Plan EIR-2479 dated May 2009.

¹⁸ Parklands FEIR, Volume I. Comment 10.52. Page 429.

¹⁹ Parklands FEIR, Volume 1, Page 8-423.

effect of plan area development along the Telegraph Road corridor would be less than significant.

This response both fails to consider the views held by members of the public with respect to viewsheds, "The natural and manmade environments in and around Ventura that are of particular scenic, iconic or historic value and are visible from one or more public places."²⁰ and adds a speculative object distance factor in defining a prominent view in order to exclude the impact of the proposed development on views to the east and south.



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- e. The Responses to Comments fail to correctly paraphrase the subject of the comment and respond accordingly. The comment states
- “EIR is inconsistent with City Council Direction. City Council denied a proposed resolution amending the 2005 General Plan to change in the roadway designation of the segment of Telegraph Road between Saticoy Avenue and Wells Road from a 4-lane Secondary Arterial to a 2-lane Collector on 06 Oct 2008. The EIR does not address the adverse impact of developing and improving Wells and Telegraph Roads to collector roadway standards which prevents the practical expansion to accommodate future increased capacity of Telegraph Road or Wells Road after the expiration of the SOAR Initiative.”²¹ Additional Telegraph Road ADT After Expiration of SOAR. A future potential ADT increase of 87,083 ADT is expected due to development of property west of Saticoy Avenue after expiration of SOAR based on an estimated developable area of 1,089 acres with a density of 8 dwelling units per acre and 10 ADT per dwelling Unit. The potential impact on the segment of Telegraph Road from Saticoy Avenue to Wells Road could be 27,027 ADT if it is assumed that the traffic direction is uniformly distributed in the westerly, southerly and easterly direction.²² Additional Wells Road ADT After Expiration of SOAR & Santa Paula Greenbelt Agreement A future potential ADT

²⁰ View Protection Task Force Final Report, June 2009, Page 7.

²¹ Parklands FEIR, Response to Comments, Pare 8-181.

²² Parklands FEIR, Comment 10.50, Page 8-184.

increase of 381,967 ADT is expected due to development of property north of the intersection of Wells Road and HWY 126 after expiration of SOAR & the Santa Paula Greenbelt Agreement based on an estimated developable area of 4,775 acres with a density of 8 dwelling units per acre and 10 ADT per dwelling Unit. The potential impact on the segment of Wells Road at HWY 126 could be 127,322 ADT if it is assumed that the traffic direction is uniformly distributed in the westerly, southerly and easterly direction.²³

- Response 10.50. The commenter provides various data regarding traffic patterns and travel behavior and reiterates previous comments. The relevance of most of the data provided to the EIR is not clear; therefore, a meaningful response is not possible. Please see responses 10.8 and 10.46 for discussion of the proposed reclassification of Telegraph and Wells roads and cumulative impacts. With respect to the commenter's assertions about traffic that would be generated once the SOAR Ordinance expires, the traffic estimates provided by the commenter are all predicated on the notion that all properties currently under the SOAR Ordinance would be developed following SOAR's expiration. This is speculative as no proposals for development of SOAR properties have been submitted to date. CEQA discourages EIRs from engaging in idle speculation about possible future events.²⁴
 - **The response to the comment relative to the relevancy of data is a total fabrication of the truth as the data provided supports the foreseeable impact of the future expiration of SOAR. The comment not only states the foreseeable issue of the impact of future traffic on Wells and Telegraph Roads, but supports the foreseeable event with an estimated impact of traffic on Wells and Telegraph Roads.**
- f. Responses to comments are speculative and not supported by scientific or technical data. Comment 10.68 addresses Lidar topographic information being inconsistent with field data. Field verification of sections to the Brown Barranca Drainage Topographic Map contained in Appendix A of the subject DMND has revealed discrepancies which cause all investigations and conclusion based on a that map to be in error. The data from the contours contained in the above map is not support by photographs of the same areas north of Telegraph Road and at Section 9905 south of Telegraph Road. The area around the drain above Telegraph Road is relatively flat ant the west wall of the barranca at Section 9905 is almost vertical. Attached is Section 9905 developed from Figure 21, Updates & Existing Floodplain Boundaries. The attached section clearly illustrates the banks of the Brown Barranca as indicated by the topographic map are inconsistent with the images of the of the Brown Barranca. All subsequent stream velocity and floodplain elevation data

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²³ Parklands FEIR, Comment 10.50, Page 8-185

²⁴ Parklands FEIR, Response to Comments, Page 8-422.

and drainage reports illustrating the banks and streambed of Brown Barranca subsequently developed from the LIDAR image source data will be in error²⁵

Response 10.68 states “The commenter suggests that the floodplain analysis is in error because his field verification revealed that the LiDAR updated topographic map of Brown Barranca is not consistent with photographs taken upstream and downstream of Telegraph Road. The 2006 LiDAR topography used for the Omrun Study was the best available mapping information. Any field verified minor discrepancies will not have a significant effect on the results of the study.”.

If data is demonstrated to be technically inaccurate as shown by the attached photographs and apparently acknowledged by the responder to the comment, the response then raises three issues: (1) Why did the developer of the EIR not take action to obtain technically accurate topographic data; (2) Why did the project developer appear to commit fraud to use speculative and erroneous data as the authoritative topographic data source for any engineering analysis such as determining streambed modifications required to prevent further erosion of the barranca in order to prevent incurring cost to obtain accurate topographic data; (2) Members of the public would not consider the difference between a 60-degree slope and 90-degree slope of an approximate 20-foot tall embankment to be a ‘minor discrepancy’.

- g. The impact of adopting Alternative 3 on Traffic and Circulation is not adequately discussed. **Failure to connect Carlos St to Wells Road adversely impacts connectivity which is an interconnected street grid network to disperse traffic & eases walking and destroys a hierarchy of narrow streets, boulevards, and alleys;** This alternative would involve avoidance of the barranca as this was a recommendation made by the Department of Fish and Game in response to the Mitigated Negative Declaration that was previously issued for the proposed specific plan. This alternative would reduce impacts to biological resources, primarily riparian and wetland habitat that would be affected by the culverting of 725 linear feet of the barranca. The Barranca Avoidance Alternative assumes a slight reduction in units (19 fewer) as those residential units that would be situated within the updated 100-year flood zone as shown on Figure 4.6-1 would not be constructed. This alternative assumes that the specific plan would still involve development of up to 25,000 square feet of commercial use, but that the Carlos Street extension would not be constructed as it is dependent on culverting of the barranca.²⁶
- h. The veracity of statements contained in the FEIR is questionable. Other sites that could physically accommodate the proposed specific plan may be present in Ventura, and some sites have land use designations that

²⁵ Parklands FEIR, Page 8-286

²⁶ Parklands Draft Resolution EIR-2459, Page 13.

would accommodate the general scale of the proposed specific plan. However, one of the fundamental objectives of the proposed specific plan is to design the project around Brown Barranca with the barranca as a focal point of the project.²⁷

- i. The Final EIR fails to report and/or show the existence of two water wells, one along the western perimeter of the proposed project, and the second along the eastern boundary of the project just north of Blackburn Road.
- j. The response failed to respond to each comment submitted and, therefore, the response to comments is incomplete. The East Ventura Community Council submitted 373 pages of comments²⁸ and received only 88 responses²⁹ (20 pages) to the comments.

5. The Draft Development Agreement, reference (d) presents the following issues:

- a. **The language in the Draft Development Agreement regarding specification of the requirements for commercial development “up to 25,000 square feet” is inconsistent with the Staff Report³⁰ which requires “25,000 square feet of commercial space” which may result in little or no commercial development.** ARB-2985 is titled “Formal Design Review for a Specific Plan site plan, urban standards, building types, design guidelines and thoroughfare standards for the future development of 499 dwelling units, **25,000 square feet** of commercial, 6,560 square feet of community center, open space and parks on 66.7 acres situated at the southwest corner of Telegraph Road and Wells Road; Westwood Communities Corporation, applicant; Zoned Single-Family R-1 (County) & R-1-7 (City).³¹
- b. The Road Classification Plan to the 2005 General Plan appears to be deceptively revised to maintain Telegraph Road as a collector street. Included in Agenda Item 6 of the 03 Nov 2009 City Council Meeting was the adoption of a General Plan Amendment amending the 2005 General Plan to retain the 4-lane Secondary Arterial roadway classification (Figure 4-3 *Roadway Classification Plan*) for the segment of Telegraph Road between Saticoy Avenue and Wells Road by requiring the necessary right-of-way for the future expansion of Telegraph Road to a four lane road until traffic volumes necessitate conversion to a four-lane road, while allowing Telegraph Road to be utilized and enhanced as a two lane roadway which would include an additional 10-feet of right-of-way consisting of landscaping functioning as an extension of the front yards of the homes fronting Telegraph Road.

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²⁷ Parklands FEIR, Page 6-8.

²⁸ Parklands FEIR Volume I, Pages 8-38 to 8-411

²⁹ Parklands FEIR Volume 1, Pages 8-412 to 8-431

³⁰ Staff Report, Table 2.

³¹ Design Review Committee Minutes, 19 March 2008, Page 5.

Resolution MP-160 contained on Page 17 of the Staff Report for Agenda Item 6 is a modification to Figure 4-3 *Roadway Classification Plan* of the 2005 General Plan to reflect the retention of -lane Secondary Arterial classification of Telegraph Road between Saticoy Avenue and Wells Road, with the addition of the following note:

The segment of Telegraph Road between Saticoy Avenue and Wells Road may continue to operate and be enhanced as a 2-lane road until traffic volumes reach 16,000 ADT, which will trigger the need for a fourlane street."

At issue is the 16,000 ADT which appeared in the Resolution MP-160. Nowhere in any of the staff reports does the 16,000 ADT trigger appear except in the text modifying the Comprehensive Plan itself nor is the source of the 16,000 ADT number cited or rationale for the 16,000 ADT presented.

6. Due to the deficiencies noted in Paragraphs 3-5 above, it would be fraudulent for the Planning Commissions, to find "the EIR is complete, in compliance with CEQA, and represents the independent judgment of the City of Ventura.³²". **The FEIR is missing documentation and is incomplete thereby preventing it from being a whole record, Issue discussions are incomplete, Responses are either speculative, without scientific or technical basis, obsolete or incomplete, Responses in the Final EIR fail to address issues raised by the public comments, the Responses to Comments fail to correctly paraphrase the subject of the comment and respond accordingly, and, the impact of adopting Alternative 3 on Traffic and Circulation is not adequately discussed.**
7. For additional information, please contact Daniel Cormode, Chair, East Ventura Community 6. Council Planning & Development Committee by telephone at 805-647-4063 pr by e-mail at dcormode@sbcglobal.net.

Copy to: Planning Commission
Community Development Director
City Council

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³² Case Nos. SP-6/M P-161/S-56321 A-327/Z -916/DA-38/EI R-24591 AO-227, PC/06/23/2009/IH, Page 20

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 03
Other Comments

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 04
Housing & Population

SUMMARY:

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

- The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.
- The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environmental effects.
- The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern.
- The EIR fails to recognize overcrowding of public facilities and the adverse effect of that overcrowding on the people.
- The EIR does not address the impact of the downturn in the national and state economy and the resulting loss of revenues to the City of San Buenaventura which raises the issue of the City having sufficient revenues to meet expenses and make the residential development economically self-sustaining without to make additional subsidization from the general fund. Failure to adequately address this issue has the potential of not only creating an economic impact on the City, but a social impact on the general population created by the increased burden of paying additional taxes and fees to subsidize the impacts of residential development.

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The above statements are substantiated by information contained in the attached slides.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 04
Housing & Population

Slide 1

Neighbors Together

Wells-Saticoy Community Plan
EIR-2473 Environmental Impact
Report Review Comments

Part 01
Planned & Future Residential Development



6/11/2009

Daniel Cormode
East Ventura Community Council
Planning & Development Committee
11 June 2009

Working Towards The Future

Part 01 - Planned & Future Residential Development

1

Slide 2

Wells-Saticoy Community Plan
Housing & Population Growth

Project	Units	Population
Citrus Place Apts	60	154
Citrus Center	40	103
Chapel Lane Courtyard I	16	41
Chapel Lane Courtyard II	15	39
Citrus Place Condos	60	154
Parklands Condos	283	727
Henderson Road Condos	4	10
Aldea Hermosa	47	121
The Cottages	38	98
Citrus Place Homes	59	152
Parklands Homes	218	553
Endeavor	95	244
JENVEN	75	193
Ventura East Village	0	0
Paseo Barranca	152	391
UC Hansen Trust	183	470
Las Brisas	165	424
Citrus Center	40	103
90-0-025-015	26	67
90-0-025-025	61	157
90-0-025-305	120	308
Saticoy Gateway	227	583
	0	1,982
	1,982	5,096

6/11/2009

Part 01 - Planned & Future Residential Development

2

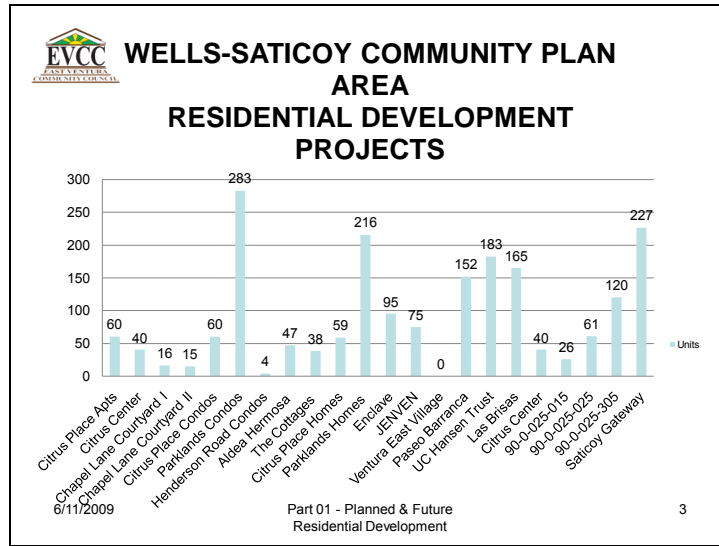
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Wells-Saticoy Community Housing & Population Growth

- The estimated future housing and population increase for the Wells-Saticoy Community is estimated to be 1,982 dwelling units and 5,096 persons.
- The forecast population growth in the Wells-Saticoy Community Plan of 1,833 dwelling units and 4,710 persons is underestimated by at least 149 dwelling units and 384 persons.
- This estimate does not include the resident population at the Saticoy Veteran's Home.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 04
 Housing & Population

Slide 3

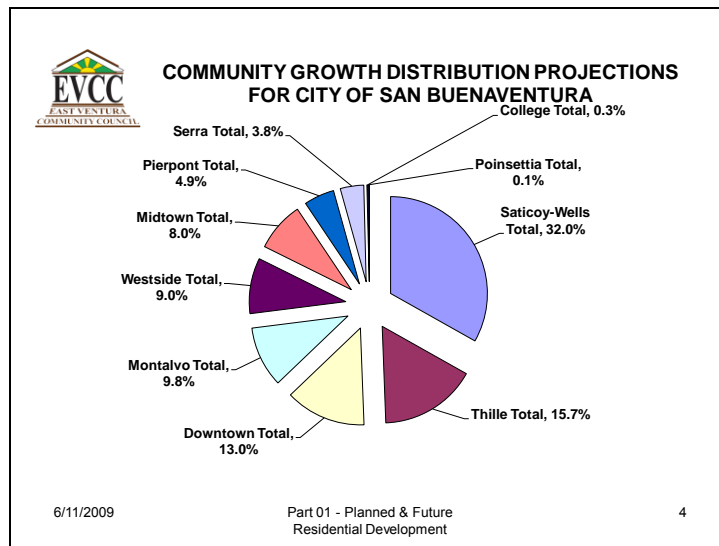


Wells Saticoy Community Plan Area Projected Growth:

- There are 22 planned or projected residential development projects forecast to be built in the Wells Saticoy Community Plan Area.

Slide 4

23.36

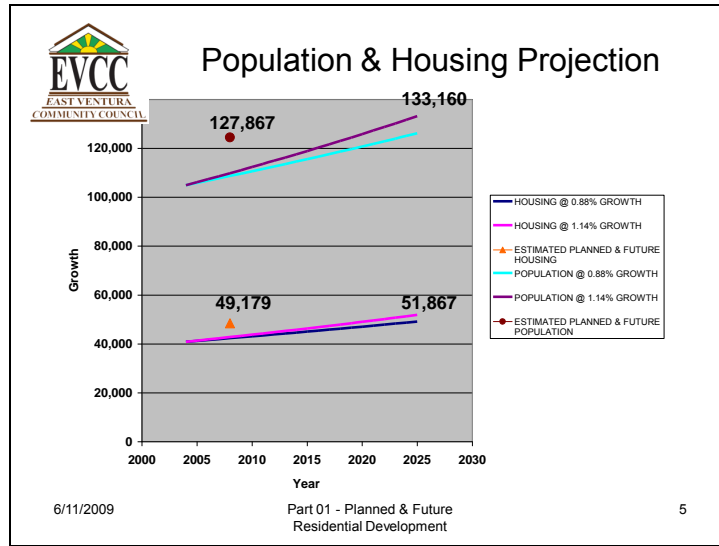


The Wells-Saticoy Community will be the target of 37.5% of the planned or possible future City of San Buenaventura residential development projects.

Ref: Housing Population & Schools 2009 05 31.XLS

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 04
Housing & Population

Slide 5



Population & Housing Projection

The current estimated total planned and future 127,867 population is within 93.7% of the maximum population of 133,160 persons allowed by the 2005 General Plan.

The current estimated total number of planned and future 49,179 dwelling units is within 93.7% of the maximum number of 51,867 dwelling units allowed by the 2005 General Plan leaving a balance of 2,688 dwelling units allowed to be constructed.

Ref: Housing Population & Schools 2009 05 24.xls

23.36

Slide 6

**2005 General Plan
Population & Housing
Projections**

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.

6/11/2009 Part 01 - Planned & Future Residential Development 6

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

SUMMARY:

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

- The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.
- The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environmental effects.
- The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern.

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The EIR fails to recognize overcrowding of public facilities and the adverse effect of that overcrowding on the people.

The EIR misinterprets Section 65996 of the California Code. While payment of school fees may be used by the developer to mitigate the environmental impact of a residential development, that does not relieve the preparer of the EIR of the responsibility for reporting the environmental, economic and social impact of the proposed development on schools, which would include the status of the selection of a school site.

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The above statements are substantiated by information contained in the attached slides.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 1



The Wells-Saticoy EIR-2473 Environmental Impact Report does not describe the current status of the selection of new school sites for East Ventura.

Attendees to the 02 June 2009 City of San Buenaventura School Board Liaison Committee were told by Ventura Unified School District representatives the School Board had rejected the proposal for building any new school on agricultural land and favored a site at the Saticoy Golf Course or expansion of facilities at the Saticoy School. Furthermore, no additional action has been taken by the Ventura Unified School District with respect to selection of a new school site since last discussed with the City Council.

The even distribution of additional students resulting from residential growth between the Saticoy School and Citrus Glen School reported in the Wells-Saticoy Environmental Impact Report EIR-2473 is a baseless assumption made by City of San Buenaventura and is not based in formation provided by the Ventura Unified School District and should be corrected..

The fiscal, environmental and social impact of possibly using busing to mitigate the impact of residential development on school enrollment and declining enrollment at schools in west Ventura is not discussed in the Wells-Saticoy Environmental Impact Report EIR-2473 and should be added.

Incorporate discussion and quantify economic, environmental and social project specific and cumulative factors based on scientific and factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern as required by Title 14, California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act.

While impacts on schools may be mitigated by payment of fees, payment of fees is not a substitute for discussion and quantification of the project impacts

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Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

- The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.
- The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environmental, economic and social concerns. Even though payment of fees is considered mitigation of environmental impacts, that does not excuse failure to discuss project specific and cumulative environmental, economic or social impacts.
- The EIR does not quantify the environmental effects based on scientific or factual data in order to determine the magnitude of the impact of the proposed residential development nor of the cumulative impact of proposed residential developments on schools.

23.38

Developers contribute to **64.8%** of the cost of new schools by paying developer fees with the balance funded by the school district. The total seat cost for 6,961 units of a 2,500 square foot dwelling unit residential development is estimated to be \$57,428,250 with only \$37,241,350 collected in developer fees leaving the school district and taxpayer to pay **\$20,186,900.**


The development of 6,961 dwelling units will cause the student load at Saticoy School to exceed the maximum utilization by over 92% and Lincoln School to exceed the maximum utilization by over 69%.

The development of 6,961 dwelling units will cause the student load at Anacapa and Balboa Middle Schools to exceed the maximum utilization. The development of 6,961 dwelling units will cause the student load at Buena High School to exceed the maximum utilization by over 8% and Ventura High School by 2%.

The School Site Selection was incomplete and was not consistent with the California Department of Education Site Selection Criteria.

The above statements are substantiated by information contained in the attached slides.

Slide 3




Schools

- Schools Cost & Utilization
- East Ventura School Site Selection Study
- California Department of Education Site Selection Criteria

6/11/2009 Part 02 - Schools 3

Slide 4



Schools Cost & Utilization

- Seat Cost & Developer Fees
- Revenue From Residential Impact Fee for Housing New Students
- Elementary School Utilization
- Middle School Utilization
- High School Utilization

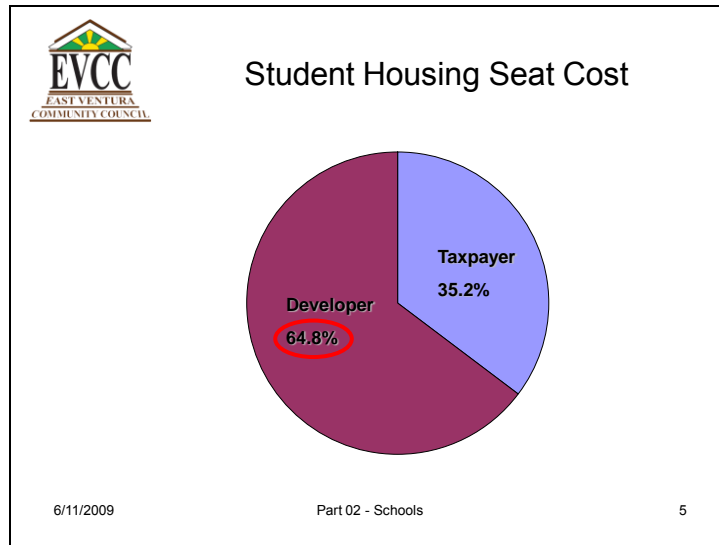
6/11/2009 Part 02 - Schools 4

23.38

- Schools Cost & Utilization
- Seat Cost & Developer Fees
 - Revenue From Residential Impact Fee for Housing New Students
 - Elementary School Utilization
 - Middle School Utilization
 - High School Utilization

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 5



23.38


Student Housing Seat Cost.

•Developers contribute to **64.8%** of the cost of new schools by paying developer fees with the balance funded by the school district.

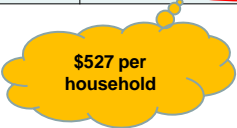
- Total Seat Cost: \$3.30
- Developer Seat Cost Contribution: \$2.14
- Public Contribution \$1.16

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 6



Revenue From Residential Impact Fee for Housing New Students		
New Housing (DU)	6,980	6,980
Dwelling Unit Size (sf)	2,500	2,500
Revenue of Cost Per DU (\$/sf)	\$2.14	\$3.30
Total	\$37,343,000	\$57,585,000
Subsidized Cost		\$20,242,000



\$527 per household

6/11/2009 Part 02 - Schools 6

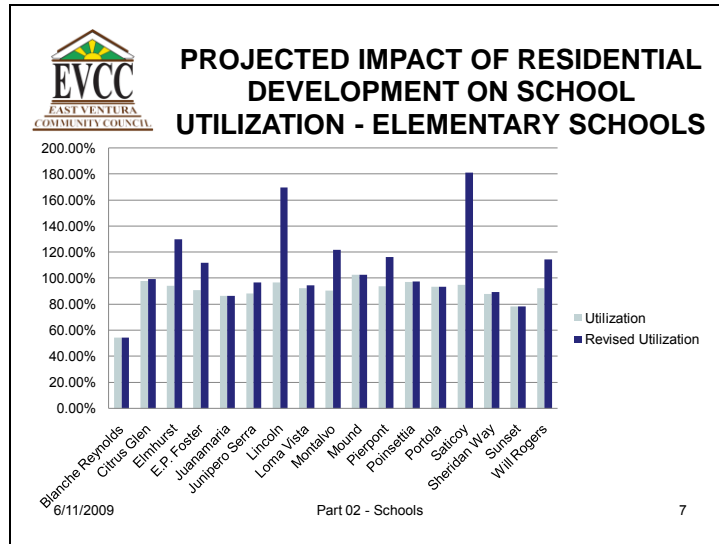
23.38

Revenue From Residential Impact Fee for Housing New Students.

- The total seat cost for 6,980 units of a 2,500 square foot dwelling unit residential development is estimated to be \$57,585,000 with only \$37,343,000 collected in developer fees leaving the school district and taxpayer to pay **\$20,242,000.**
- \$527 per household.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 05
 Schools

Slide 7



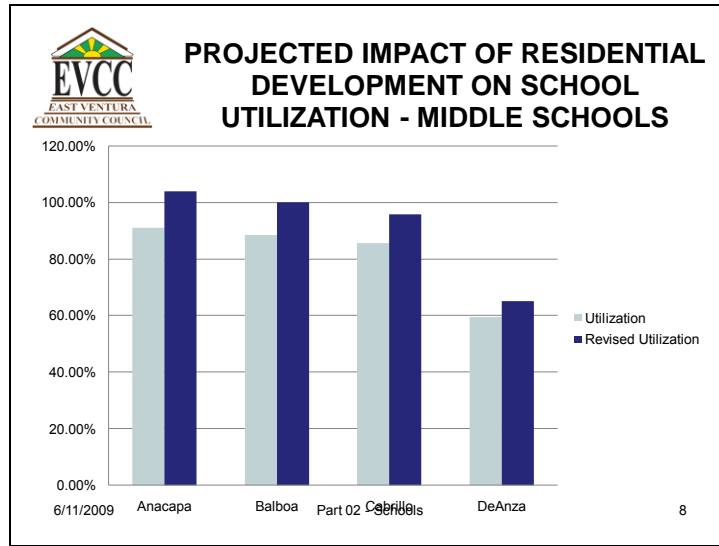
23.38

Elementary School Utilization

- The development of 6,980 dwelling units will cause the student load at Saticoy School to exceed the maximum utilization by over 80% and Lincoln School to exceed the maximum utilization by over 69%.
- Maximum utilization will also be exceeded at Elmhurst, Montalvo, Pierpont, Will Rogers, E.P. Foster, Citrus Glen and Mound Schools.

Ref: Housing, Population & Schools 2009 06 11.xls

Slide 8



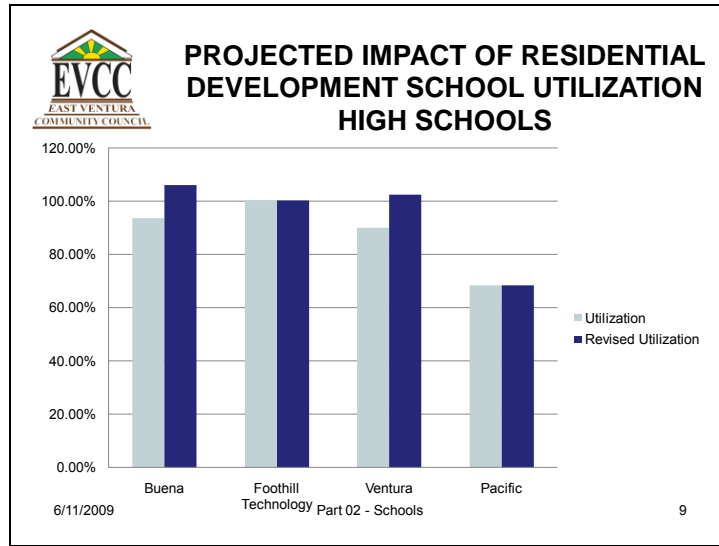
23.38

Middle School Utilization

- The development of 6,980 dwelling units will cause the student load at Anacapa and Balboa Middle Schools to exceed the maximum utilization

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 9



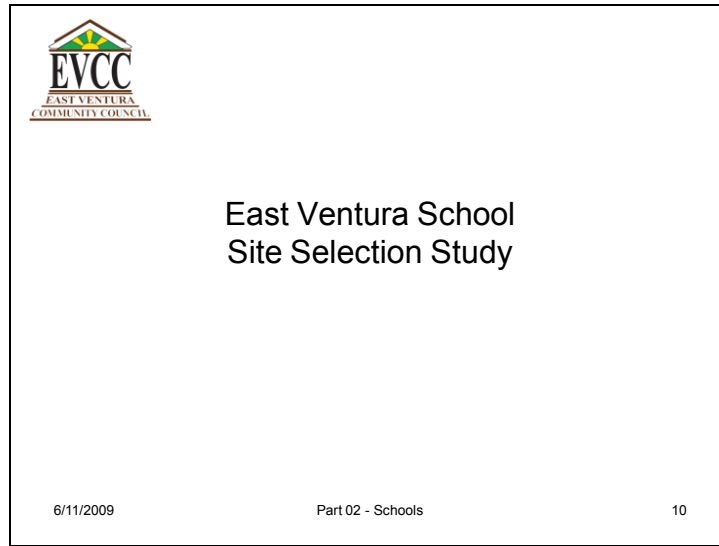
23.38

High School Utilization

- The development of 6,961 dwelling units will cause the student load at Buena High School to exceed the maximum utilization by over 5% and Ventura High School by over 2%.


Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 10



East Ventura School Site Selection Study

Slide 11



**East Ventura School
Site Selection Study**

- Future Residential Development Sites Not Included.
- Possible School Sites Incomplete.
- Walkability
- Pedestrian Safety
- Dam Inundation Areas
- Expansive Soil Areas
- FEMA Flood Zone Areas
- Future Noise Contours

6/11/2009 Part 02 - Schools 11


23.38

East Ventura School Site Selection Study

- Future Residential Development Sites Not Included.
- Possible School Sites Incomplete.
- Walkability
- Pedestrian Safety
- Dam Inundation Areas
- Expansive Soil Areas
- FEMA Flood Zone Areas
- Future Noise Contours

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 12



Schools - Outline

- Intersection Capacity Utilization - 2025
- Lands In Ag Use
- Liquifaction Areas
- Major Fault Areas
- Parks & Recreation Facilities
- Roadway Classifications
- Sewage Facilities
- SOAR & LCA Contracts
- Existing Drainage Facilities Deficiencies
- Prevailing Wind & Pollution/Odors from Cal Wood Recycling East of Saticoy


6/11/2009 Part 02 - Schools 12

23.38

Schools – Outline

- Intersection Capacity Utilization - 2025
- Lands In Ag Use
- Liquifaction Areas
- Major Fault Areas
- Parks & Recreation Facilities
- Roadway Classifications
- Sewage Facilities
- SOAR & LCA Contracts
- Existing Drainage Facilities Deficiencies
- Prevailing Wind & Pollution/Odors from Cal Wood Recycling East of Saticoy

Slide 13



Schools - Outline

- Student Housing Seat Cost Distribution
- Estimated Cost.
- Elementary School Utilization Increase
- Middle School Utilization Increase
- High School Utilization Increase

6/11/2009 Part 02 - Schools 13

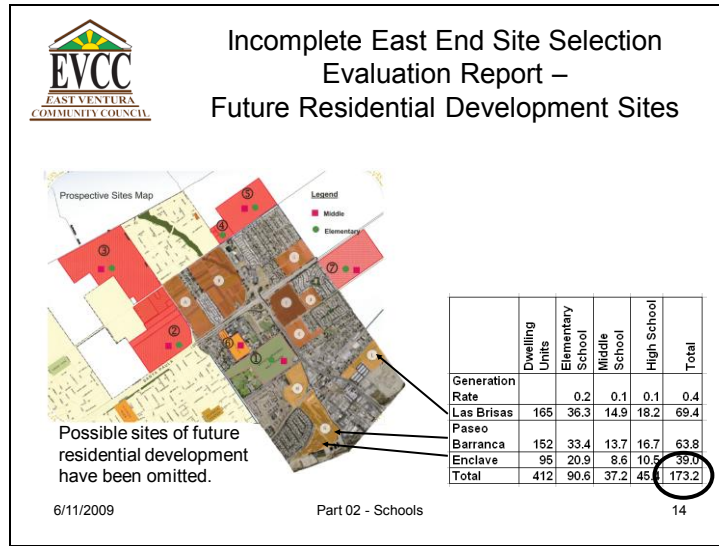
23.38

Schools – Outline

- Student Housing Seat Cost Distribution
- Estimated Cost.
- Elementary School Utilization Increase
- Middle School Utilization Increase
- High School Utilization Increase

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 05
 Schools

Slide 14

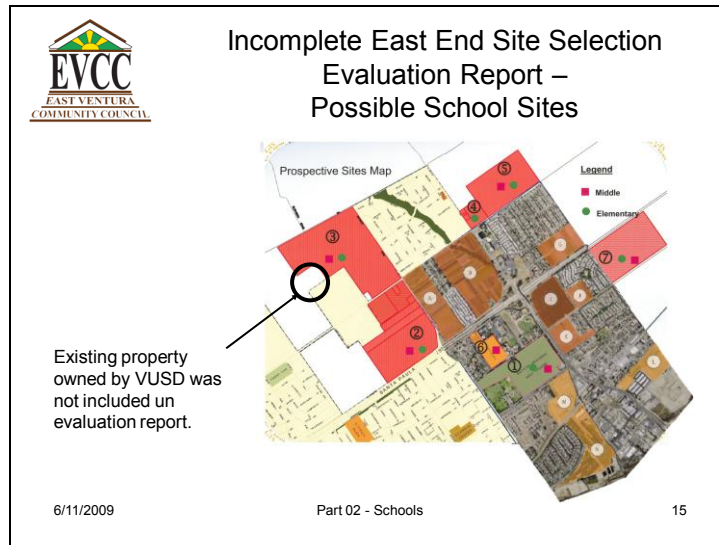


23.38

Incomplete East End Site Selection Evaluation – Future Residential Development Sites.
 •Future Residential Development Sites in Wells-Saticoy Community have been omitted

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

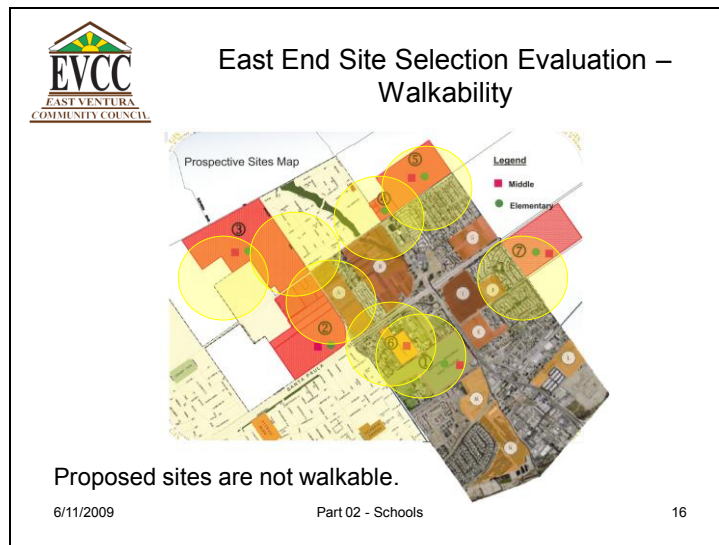
Slide 15



Incomplete East End Site Selection Evaluation – Possible School Sites.

- Property currently owned by the Ventura Unified School District has not included for analysis.

Slide 16



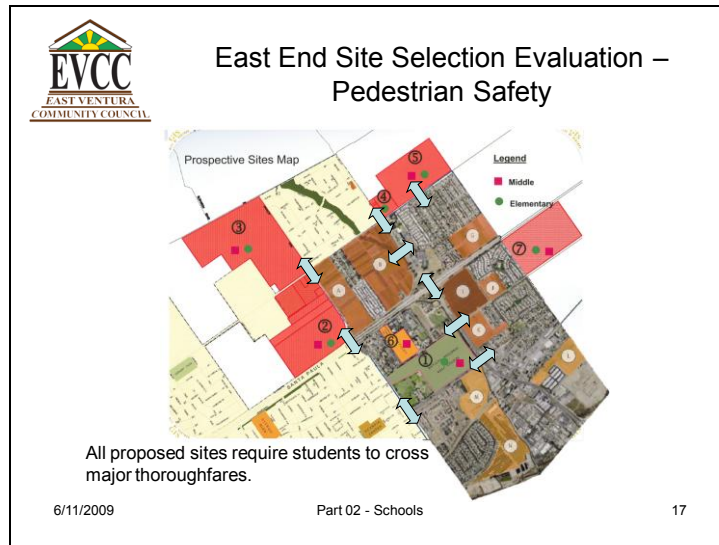
Incomplete East End Site Selection Evaluation – Walkability.

- Proposed sites are not walkable.
- Proposed sites are not located within a ¼ mile radius of student's places of residence.

23.38

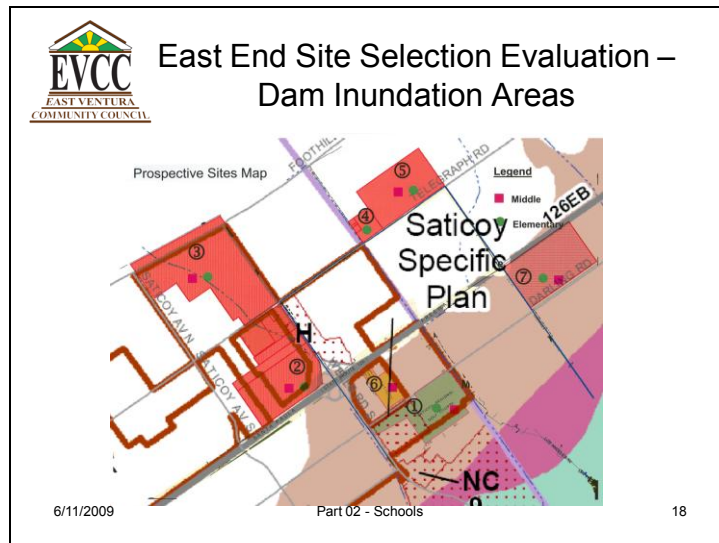
Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 17



Incomplete East End Site Selection Evaluation - Pedestrian Safety.
•All proposed sites require students to cross major thoroughfares.

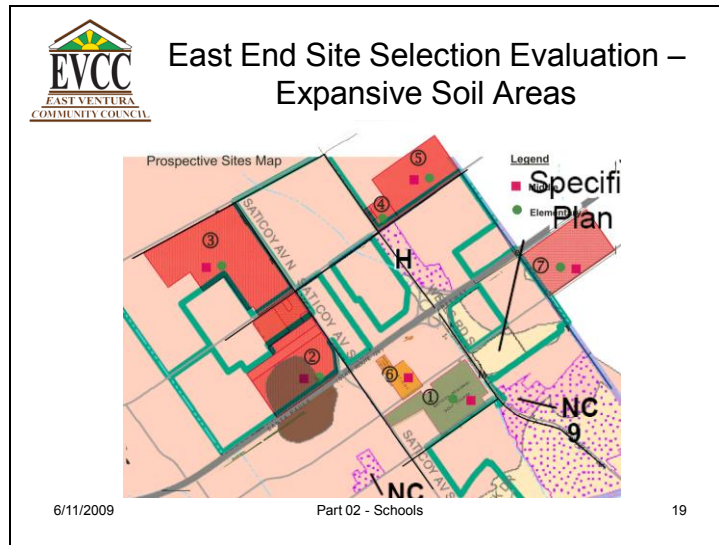
Slide 18



Incomplete East End Site Selection Evaluation - Dam Inundation Areas.
•Dam Inundation Areas which were reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

23.38

Slide 19

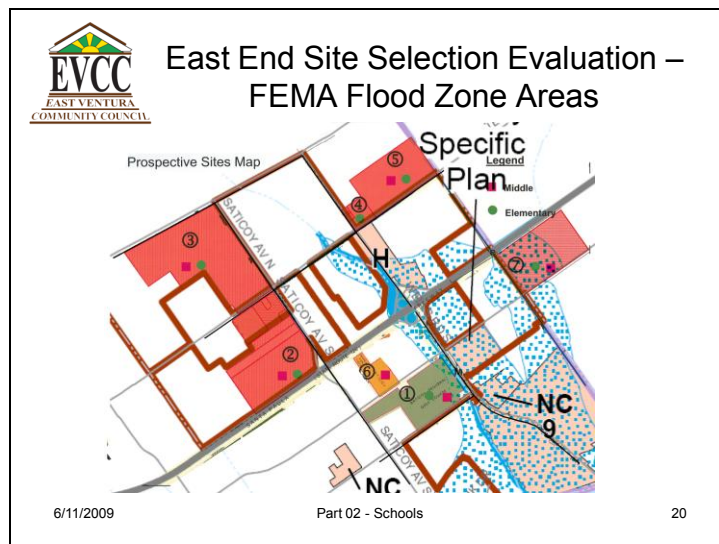


Incomplete East End Site Selection Evaluation - Expansive Soils.

- Expansive Soil Areas which were reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

23.38

Slide 20

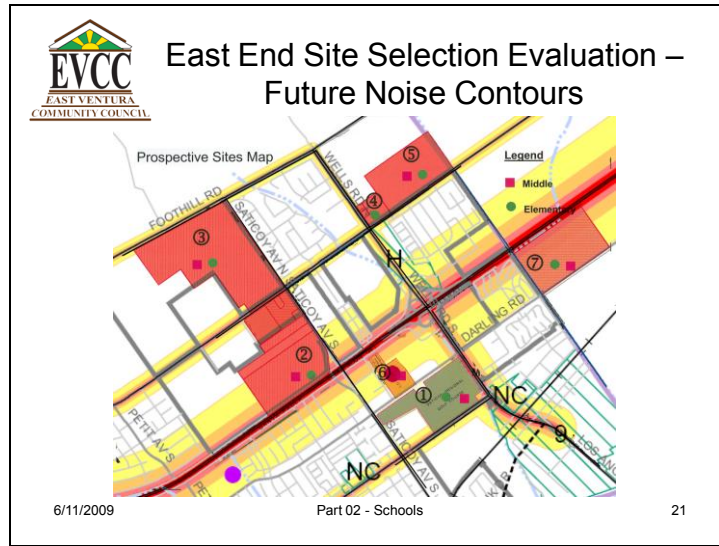


Incomplete East End Site Selection Evaluation - FEMA Flood Zone Areas.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

•FEMA Flood Zone Areas reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

Slide 21

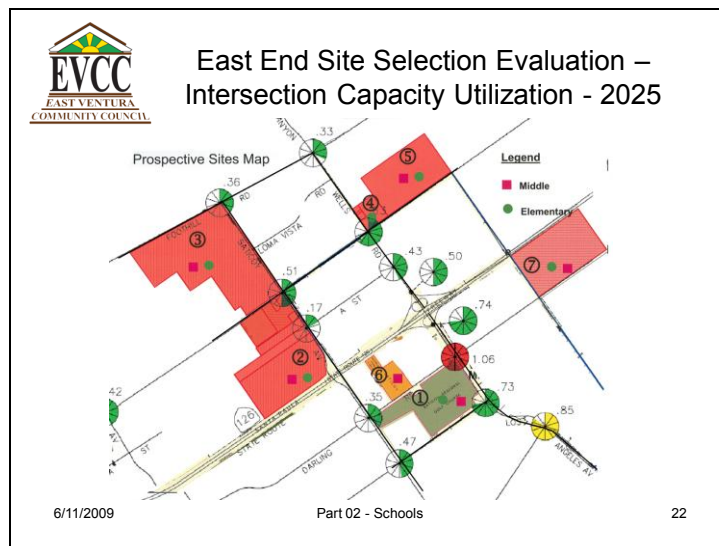


Incomplete East End Site Selection Evaluation - Future Noise Contours.

•Future Noise Contours reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

23.38

Slide 22

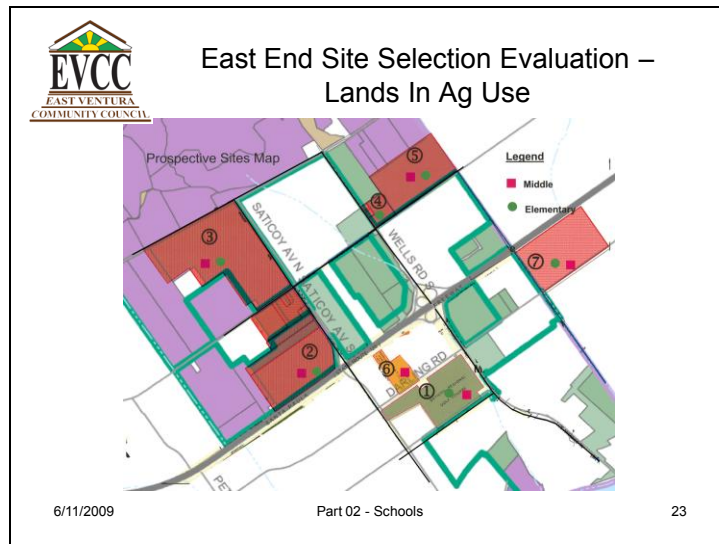


Incomplete East End Site Selection Evaluation – Intersection Capacity Utilization.

•future 2025 Intersection Capacity Utilization which were reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 05
 Schools

Slide 23

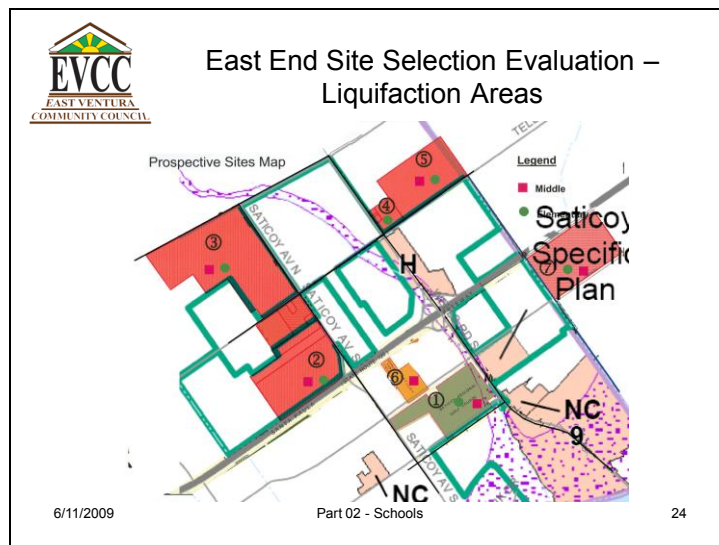


East End Site Selection Evaluation – Lands in Ag Use.

- Lands in AG Use which were reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

23.38

Slide 24

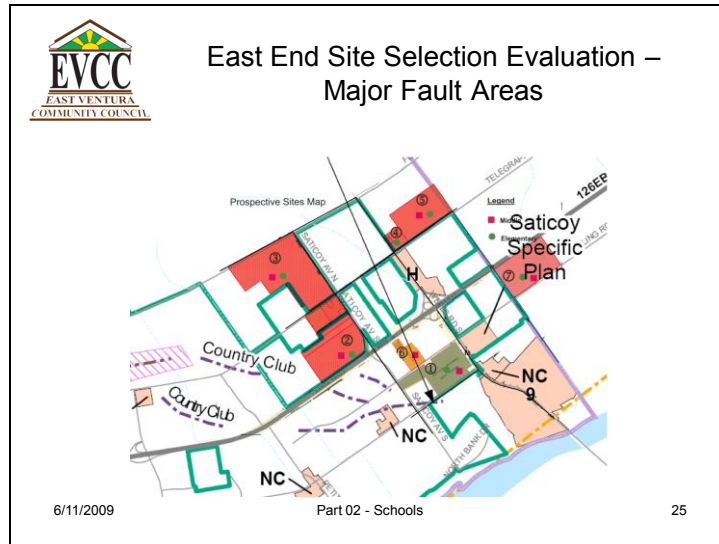


East End Site Selection Evaluation – Liquification Areas.

- Liquification Areas which were reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 25

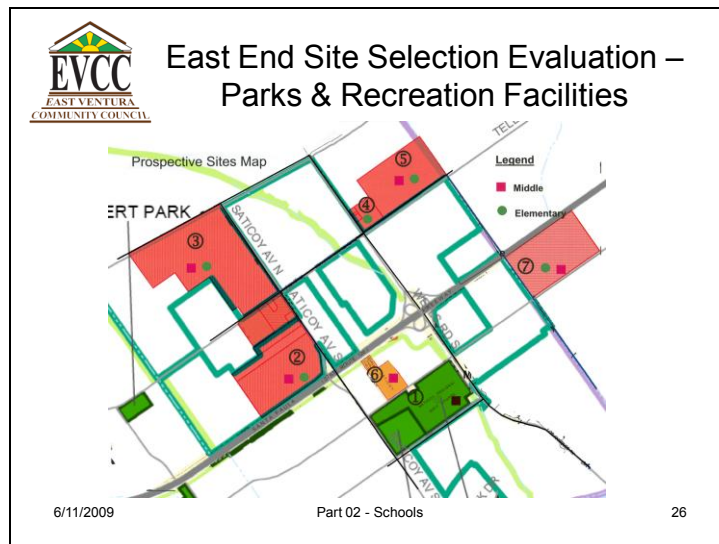


East End Site Selection Evaluation – Major Fault Areas.

•Major Fault Areas which were reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

23.38

Slide 26

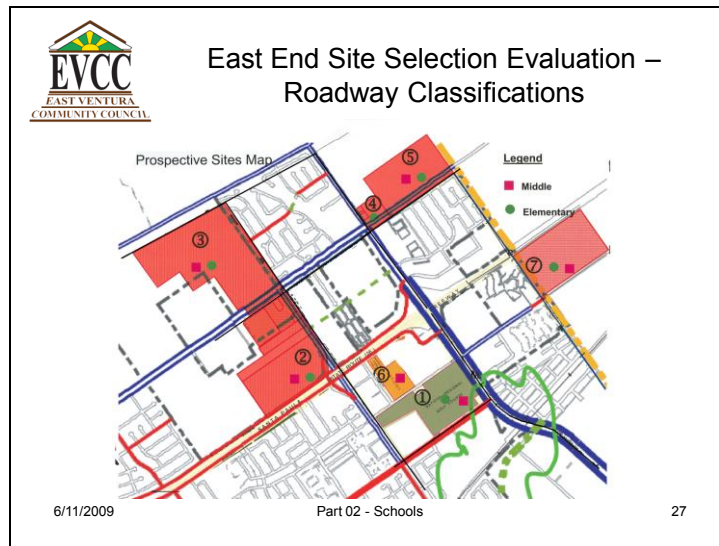


East End Site Selection Evaluation - Parks & Recreation Facilities.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

•Parks & Recreation Facilities which were which were reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

Slide 27

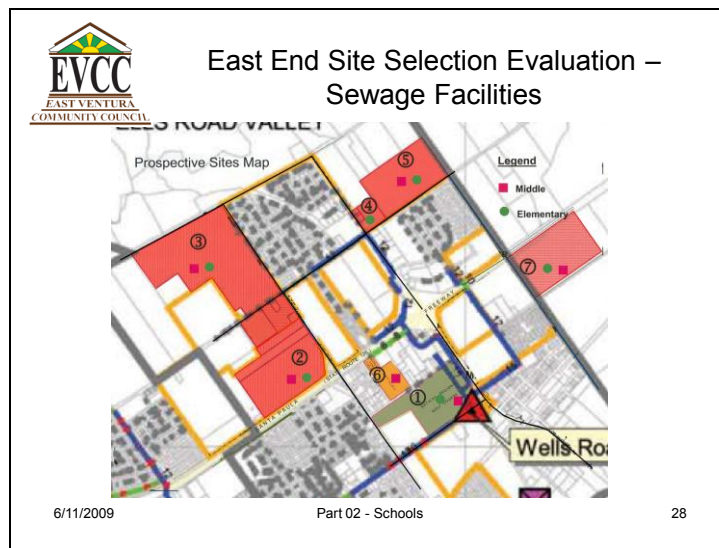


East End Site Selection Evaluation – Roadway Classifications.

•Roadway Classifications which were which were reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

23.38

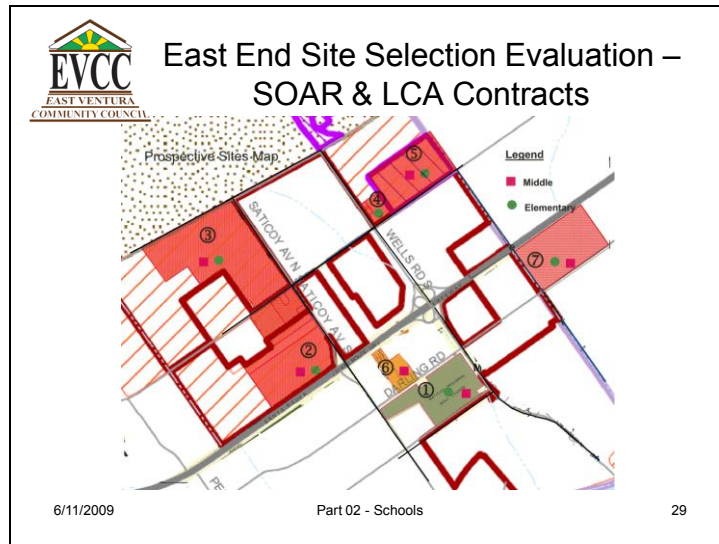
Slide 28



East End Site Selection Evaluation – Sewage Facilities.

- Sewage Facilities which were which were reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.
- Adequacy of Sewage Facilities are not disclosed.

Slide 29

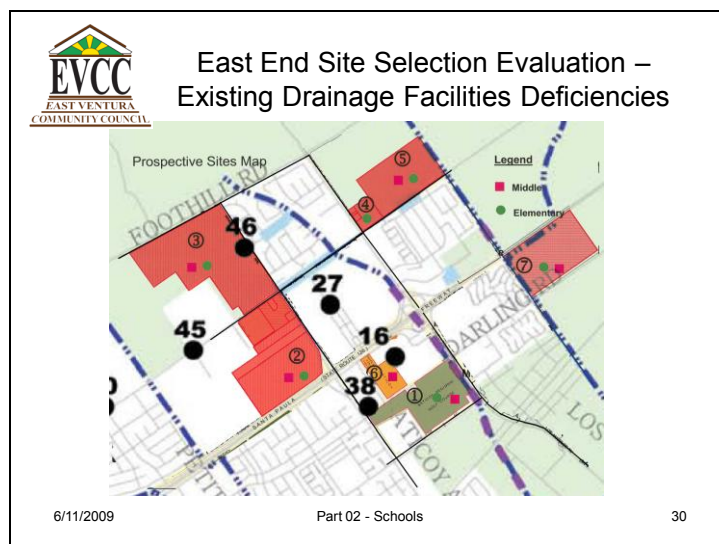


23.38

East End Site Selection Evaluation – SOAR & LCA Contracts.

- SOAR & LCA Contracts which were which were reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

Slide 30



Wells-Saticoy Community Plan EIR-2473 Review Comments

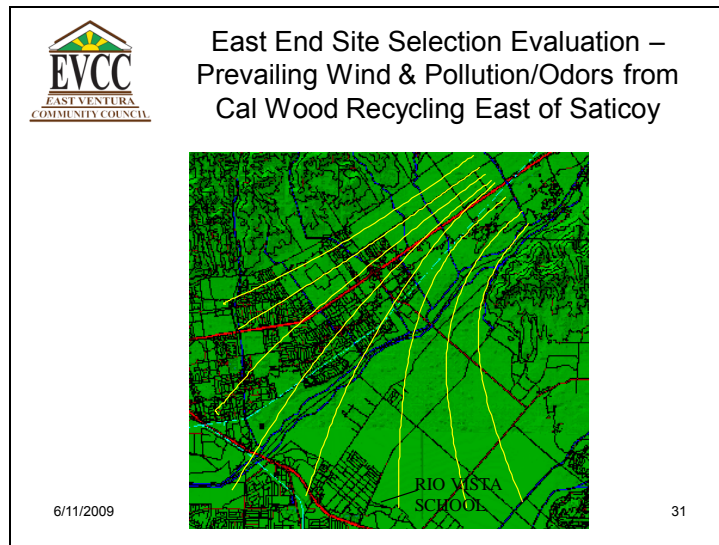
Chapter 05

Schools

East End Site Selection Evaluation - Existing Drainage Facilities Deficiencies.

- Existing Drainage Facilities Deficiencies which were reported in the City of San Buenaventura General Plan Final Environmental Impact Report are not identified.

Slide 31



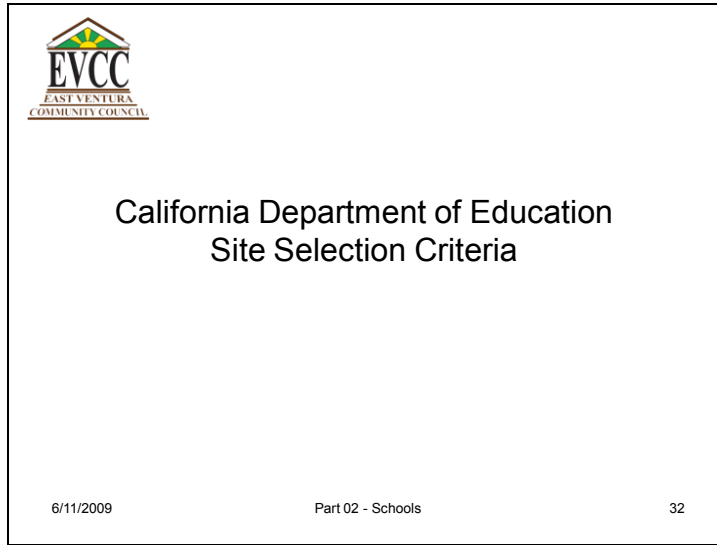
23.38

East End Site Selection Evaluation - Prevailing Wind & Pollution/Odors.

- Prevailing Wind & Pollution/Odors from Cal Wood Recycling East of Saticoy are not identified.


Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 32



Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 33



California Department of Education
Site Selection Criteria
Outline

- California Department of Education Site Selection Criteria
 - Safety
 - Location
 - Environment
 - Soils
 - Topography
 - Size & Shape
 - Accessibility
 - Public Services
 - Utilities
 - Cost
 - Availability
 - Public Acceptance

6/11/2009 Part 02 - Schools 33

California Department of Education Site Selection Criteria

- Safety
- Location
- Environment
- Soils
- Topography
- Size & Shape
- Accessibility
- Public Services
- Utilities
- Cost
- Availability
- Public Acceptance

23.38

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 34

The image shows a slide titled "California Department of Education Site Selection Criteria - Summary". On the left is the logo for the East Ventura Community Council (EVCC). The main content is a large table with many rows and columns, where each cell is colored green or yellow. The table is titled "California Department of Education Site Selection Criteria - Summary". At the bottom left of the table area is the date "6/11/2009" and at the bottom center is "Part 02 - Schools". At the bottom right of the table area is the number "34".


23.38

California Department of Education Site Selection Criteria – Summary

- Summary of the California Department of Education Site Selection Criteria reflecting consistency with the findings of the City of San Buenaventura 2005 General Plan Final Environmental Impact Report.
- Green – Acceptable.
- Yellow – Unacceptable or Caution.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 35

 California Department of Education Site Selection Criteria – Safety		1	2	3	4	5	6	7
Site	Location	Redkey Golf Course Site	Southwest Telegraph & Saticoy Avenue	Northwest Corner of Wells & Saticoy Avenue	Northwest Corner of Wells & Telegraph	North of Telegraph & Hansen Baranca	Saticoy School	Northwest Corner of Wells & Camarillo
Size (acres)		48.5	92.5	94	93	49.45	13.98	73.9
Adjacent to or near roadways with high volume of traffic within 1,500 feet of railroad tracks.	(Veh/Rd) (Telegraph Rd)	Yes	Yes (Telegraph Rd)	Yes (Telegraph Rd)	Yes (Telegraph Rd)	Yes (Telegraph Rd)	No	No
Within two miles of an airport runway.		Yes	No	No	No	No	No	No
Close to high voltage power lines.	(Veh/Rd)	Yes	No	Yes	Yes	Yes	No	No
Close to high pressure lines, i.e. natural gas, gasoline, sewer or water lines.		Yes	Yes	Yes	Yes	Yes	No	PP
Contaminants/toxics in the soil or groundwater, such as from landfills, chemical plants, refineries, fuel tanks, nuclear plants, or agricultural use of pesticides or fertilizer, etc.		No	Possible (Ag Use)	Possible (Ag Use)	Possible (Ag Use)	Possible (Ag Use)	No	Possible (Ag Use) - Agrom on Educ/Rd
Close to high decibel noise.	(Veh/Rd)	Yes	Yes (IS Fug)	No	No	No	No	Yes (IS Fug)
On or near fault zone or active fault.		Possible (New County CSB/Fault)	Possible (Proportion of Ventura Fault)	No	No	No	No	Possible (Proportion of Ventura Fault) - Fault
In a dam inundation area or 100-year flood plain.	(Hansen Baranca Zone A)	Yes	No	No	No	No	No	Yes (Hansen Baranca Zone B)
Social hazards in the neighborhood such as high incidence of crime and drug or alcohol abuse.		Possible (Saticoy & Camarillo Gang Activity)	Unknown	Unknown	Unknown	Unknown	Unknown	Possible (Saticoy & Camarillo Gang Activity)

6/11/2009 Part 02 - Schools 35

California Department of Education Site Selection Criteria – Safety


- Environmental site assessments were apparently not conducted for soil contamination on proposed school sites.
- Pesticide and asbestos contaminated soils reportedly found on properties adjacent to proposed school sites.
 - The UC Hansen Trust Project involves development on land historically used for agricultural cultivation involving the application of pesticides. A Phase II environmental site assessment (Appendix C), conducted prior to grading of the plan area, indicates the presence of the pesticide Toxaphene at levels exceeding the United States Environmental Protection Agency (USEPA) Preliminary Remediation Goal (PRG) for residential sites. The potential for adverse effects to human health and risk resulting from potential Toxaphene exposure is considered potentially significant unless mitigated.
 - The Parklands Phase II ESA identified potential hazards associated with contaminated soil due to former use of organochlorine pesticides (TDE), asbestos cement debris likely from subsurface irrigation systems, and an underground storage tank.

Ref: UC Hansen Trust EIR-2469, Page 26
 UC Hansen Trust EIR-2469, Page 27
 Parklands DMND EIR-2459, Page 30

23.38

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 36




California Department of Education Site Selection Criteria – Location

Site	1	2	3	4	5	6	7
Location	Saticoy Golf Course Site	Southwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of White & Telegraph	North of Telegraph & West of Franklin Baranca	Saticoy School	Northwest Corner of Campanella
Safe walking areas	No (Wells, Telephone 126)	No (Wells & 126)	No (Wells, 126 & Telephone)	No (Wells, 126, Telegraph)	No (Wells, 126 & Telegraph)	No (Wells & 126)	No (Wells, 126 & Parking)
Centrally located to avoid expensive transporting and minimize student travel distance	No Not available for VSCP area per Smart Growth Standards (Outside VSCP Area)	No Not available for VSCP area per Smart Growth Standards (Outside VSCP Area)	No Not available for VSCP area per Smart Growth Standards (Outside VSCP Area)	No Not available for VSCP area per Smart Growth Standards (Outside VSCP Area)	No Not available for VSCP area per Smart Growth Standards (Outside VSCP Area)	No Not available for VSCP area per Smart Growth Standards	No Not available for VSCP area per Smart Growth Standards (Outside VSCP Area)
Compatible with current and probable future zoning regulations	No (Change to Institutional Use Required)	No (SOAR)	No (SOAR)	No (SOAR)	No (SOAR)	Yes	No (Verde-Santa Paula Greenbelt)
Close to libraries, parks, museums and other community services	No (Park Only)	No	No	No	No	No (Park Only)	No
Favorable orientation to wind and natural light	Yes	Yes	Yes	Yes	Yes	Yes	No (Unprotected from High Winds)

6/11/2009
Part 02 - Schools
36

23.38

Slide 37




California Department of Education Site Selection Criteria – Environment

Site	1	2	3	4	5	6	7
Location	Saticoy Golf Course Site	Southwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of White & Telegraph	North of Telegraph & West of Franklin Baranca	Saticoy School	Northwest Corner of Campanella
Free from sources of noise that would impede the instructional process.	No (Wells & Telephone Rd)	No (126 Fwy)	No (Future Telegraph Rd)	No (Future Telegraph Rd)	No (Future Telegraph Rd)	Yes	No (126 Fwy)
Free from air, water and solid pollution	Possible (Ag Use & Agron on Edwards Rd)	Yes	Yes	Yes	Yes	Yes	Possible (Ag Use & Agron on Edwards Rd)
Free from smoke, dust, odors and pesticide spray	Yes (Adjacent Ag Operations)	No (Adjacent Ag Operations)	No (Adjacent Ag Operations)	No (Adjacent Ag Operations)	No (Adjacent Ag Operations)	Yes	No (Adjacent Ag Operations)
Provides aesthetic view from and of the site	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Compatible with the educational program	Yes	Yes	Yes	Yes	Yes	Yes	Yes

6/11/2009
Part 02 - Schools
37

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 38




**California Department of Education
Site Selection Criteria –
Soils**

SOILS	1	2	3	4	5	6	7
Site	Location Saticoy Golf Course Site	Southwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Wells & Telegraph	North of Telegraph & West of Franklin Barranca	Saticoy School	Northwest Corner of Daring & Campanella
Proximity to faults or fault traces	Possible (Projection of Year Country Club Fault) No (Medium Expansive Soil)	Possible (Projection of Ventura Fault) No (High Expansive Soil)	No (Medium Expansive Soil)	No (Medium Expansive Soil)	No (Medium Expansive Soil)	No (Medium Expansive Soil)	Possible (Projection of Ventura Fault) No (Medium Expansive Soil)
Stable subsurface and bearing capacity	Yes (Brown Barranca)	No	No	No	No	No	No
Danger of slides or liquefaction	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
Percolation for a septic system and drainage	OK (High in WSCP Area)	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown OK
Adequate water table level (Low in WSCP Area)	None in Vicinity	None in Vicinity	None in Vicinity	None in Vicinity	None in Vicinity	None in Vicinity	None in Vicinity
Existing landfill is reasonable compacted	None in Vicinity	None in Vicinity	None in Vicinity	None in Vicinity	None in Vicinity	None in Vicinity	None in Vicinity

6/11/2009 Part 02 - Schools 38

Slide 39

23.38




**California Department of Education
Site Selection Criteria –
Topography**

TOPOGRAPHY	1	2	3	4	5	6	7
Site	Location Saticoy Golf Course Site	Southwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Wells & Telegraph	North of Telegraph & West of Franklin Barranca	Saticoy School	Northwest Corner of Daring & Campanella
Feasibility of mitigating steep grades	OK	OK	OK	OK	OK	OK	OK
Rock ledges or outcroppings	OK	OK	OK	OK	OK	OK	OK
Surface and subsurface drainage	No (Brown Barranca)	OK	OK	OK	PP	OK	PP
Level area for playfields	OK	OK	OK	OK	OK	OK	OK

6/11/2009 Part 02 - Schools 39

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 05
 Schools

Slide 40




California Department of Education Site Selection Criteria – Size & Shape

SIZE AND SHAPE	1	2	3	4	5	6	7
Site	Location	Salicy Golf Course Site	Southwest Corner of Telegraph & Salicy Avenue	Northwest Corner of Telegraph & Salicy Avenue	Northwest Corner of Telegraph	North of Telegraph & West of Franklin Baranca	Salicy School
Net acreage consistent with standards of California Dept. of Education	Yes	Yes	Yes	No	Yes	Yes	Yes
Length to width ratio does not exceed 2:1	OK	OK	OK	OK	OK	OK	OK
Sufficient open play areas and open space	Yes	Yes	Yes	Yes	Yes	No	Yes
Potential expansion for future needs	Yes	Yes	Yes	No	Yes	No	Yes
Area for adequate and separate bus loading and parking	Yes	Yes	Yes	Yes	Yes	Yes	Yes

6/11/2009 Part 02 - Schools 40

23.38

Slide 41




California Department of Education Site Selection Criteria – Accessibility

ACCESSIBILITY	1	2	3	4	5	6	7
Site	Location	Salicy Golf Course Site	Southwest Corner of Telegraph & Salicy Avenue	Northwest Corner of Telegraph & Salicy Avenue	Northwest Corner of Telegraph	North of Telegraph & West of Franklin Baranca	Salicy School
Obstacles such as crossings on major streets and intersections, narrow or winding streets or heavy traffic patterns	Yes (Wells & Telephone Rd)	Yes (Salicy Ave)	Yes (Salicy Ave & Telegraph Rd)	Yes (Wells & Telegraph Rd)	Yes (Wells & Telegraph Rd)	No	No
Access and dispersal roads	Salicy Ave, Telephone & Wells Rds	Salicy & Telegraph Rds	Salicy & Telegraph Rds	Wells & Telegraph Rds	Telegraph Rd	Jazmin Ave	Dwelling Rd
Natural obstacles such as grades or gullies	Yes (Brown Baranca)	No	No	Yes (Telegraph Rd Overpass)	No	No	Yes (Wilson Baranca)
Freeway access for bus transportation	Yes (126 Fwy, Wells Rd Exit)	Yes (126 Fwy, Wells Rd Exit)	Yes (126 Fwy, Wells Rd Exit)	Yes (126 Fwy, Wells Rd Exit)	Yes (126 Fwy, Wells Rd Exit)	Yes (126 Fwy, Wells Rd Exit)	Yes (126 Fwy, Wells Rd Exit)
Routing patterns for foot traffic	North-South, 126 Fwy & Telephone Rd	North-South, 126 Fwy & Telephone Rd	North-South, 126 Fwy, Telegraph & Telephone Rd	North-South, 126 Fwy, Telegraph & Telephone Rd	North-South, 126 Fwy, Telegraph & Telephone Rd	North-South, 126 Fwy & Telephone Rd	North-South, 126 Fwy & Telephone Rd
Bicycle areas (with no sidewalks) where students walk to and from school	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Easily reachable by emergency response vehicles	Yes (2 Routes)	Yes (2 Routes)	Yes (2 Routes)	Yes (2 Routes)	Yes (1 Routes)	Yes (1 Routes)	Yes (1 Routes)

6/11/2009 Part 02 - Schools 41

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 05
 Schools

Slide 42




**California Department of Education
 Site Selection Criteria –
 Public Services**

Site	1	2	3	4	5	6	7
Location	Saticoy Golf Course Site	Southwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Wells & Telegraph	North of Telegraph & West of Franklin Baranca	Saticoy School	Northwest Corner of Delling & Campanella
Fire and police protection, including firelines.	Yes	No	No	No	No	Yes	No
Available public transportation	Yes (linked)	Yes (linked)	Yes (linked)	Yes (linked)	No	No	No
Trash and garbage disposal.	Yes	Yes	Yes	Yes	Yes	Yes	Yes

6/11/2009 Part 02 - Schools 42

Slide 43

23.38




**California Department of Education
 Site Selection Criteria –
 Utilities**

Site	1	2	3	4	5	6	7
Location	Saticoy Golf Course Site	Southwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Wells & Telegraph	North of Telegraph & West of Franklin Baranca	Saticoy School	Northwest Corner of Delling & Campanella
Availability of water, electricity, gas and sewer.	Yes	Unknown	Unknown	Unknown	Unknown	Yes	No
Feasibility of bringing utilities to site at reasonable cost	Yes	Possible	Possible	Possible	Possible	Yes	Possible
Restrictions on right of way	None	None	None	None	None	None	None

6/11/2009 Part 02 - Schools 43

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 05
Schools

Slide 44




**California Department of Education
Site Selection Criteria –
Cost**

(COST) Site	1	2	3	4	5	6	7
Location	Saticoy Golf Course Site	Southwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Wells & Telegraph	North of Telegraph & West of Franklin Baranca	Saticoy School	Northwest Corner of Dilling & Campanella
Reasonable costs for purchase of property, severance damages, relocation of residences and business and legal fees.	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown
Reasonable costs for site preparation including, but not limited to drainage, parking, driveways, removal of existing buildings and grading.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
Toxic cleanup beyond the owner's obligation.	None	Unknown	Unknown	Unknown	Unknown	None	Unknown
Environmental mitigation.	None	Unknown	Unknown	Unknown	Unknown	None	Unknown
Reasonable maintenance costs.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown

6/11/2009
Part 02 - Schools
44

23.38

Slide 45




**California Department of Education
Site Selection Criteria –
Availability**

(AVAILABILITY) Site	1	2	3	4	5	6	7
Location	Saticoy Golf Course Site	Southwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Wells & Telegraph	North of Telegraph & West of Franklin Baranca	Saticoy School	Northwest Corner of Dilling & Campanella
On the market for sale	Unknown	Yes	Unknown	Unknown	Unknown	Owned by VUSD	Yes
Title clearance	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Condensation of buildings and relocation of residents.	No	Yes	Unknown	Yes	Yes	No	Yes

6/11/2009
Part 02 - Schools
45

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 05
 Schools

Slide 46

 California Department of Education Site Selection Criteria – Public Acceptance							
Site	1	2	3	4	5	6	7
Location	Saticoy Golf Course Site	Southwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Telegraph & Saticoy Avenue	Northwest Corner of Wells & Telegraph	North of Telegraph Corner of Franklin Entrance	Saticoy School	Northwest Corner of Daring & Compagna
Public acceptance of the proposed site	No	Unknown	Unknown	Unknown	Unknown	No	Unknown
Receptivity of city or county planning commission	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
Zoned for prime agriculture or industrial use	No	Yes	Yes	Yes	Yes	No	Yes
Negative environmental impact report	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
Coordination of proposed school with future community plan	Required	Required	Required	Required	Required	Required	Required

23.38

6/11/2009

Part 02 - Schools

46

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 06

Water Supply & Drought

SUMMARY

The Environmental Impact Report (EIR) for the Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

23.39

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern.

The City of San Buenaventura 2005 General Plan Environmental Impact Report (EIR) fails to address the susceptibility of the water supply to drought conditions.

The Wells-Saticoy EIR-2473 Environmental Impact Report relies on the City of San Buenaventura 2005 General Plan Environmental Impact Report (EIR) for water supply impacts which is based on the water supply system operational capabilities and deficiencies reported in the 1993 Water System Operational Evaluation and Improvement Study and the 1996 Wells Saticoy Capital Improvement Deficiency Study, all of which have been made obsolete by recent changes in intensified land uses and densities.

The EIR fails to comply with CEQA and Supreme Court principles for conducting water supply analysis. Sufficient facts to evaluate the pros and cons of supplying the amount of water that the project will need over a long term and under conditions of drought are not presented.

Drought intensity, duration or safe/expected yields of rivers, lakes and aquifers under drought conditions are not discussed or quantified.

23.40

The environmental impacts to rivers, lakes and aquifers of providing water to the entire project under drought conditions is not discussed or quantified.

The EIR does not address the impacts of likely loss of future water sources does not include a reasoned analysis of the circumstances affecting the likelihood of the water's availability such as a prolonged drought.

Discussion of possible replacement sources or alternatives to use of the anticipated water, and of the environmental consequences of those contingencies under drought conditions are not discussed or quantified.

No degree of confidence is demonstrated of the ability of the current water supply to meet future requirements.

The above statements are substantiated by information contained in the attached slides.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 06
Water Supply & Drought

Slide 1



Neighbors Together

Wells Saticoy Community Plan EIR-2473 Environmental Impact Report
Part 03 Review Comments
Water Supply




Daniel Cormode
East Ventura Community Council
Planning & Development Committee
11 June 2009

Working Towards The Future

6/11/2009 Part 03 - Water Supply 1

Slide 2



Environmental Impact Report
– Water Supply


- 2005 General Plan EIR
- Analysis was not performed for drought conditions.
- CEQA and Supreme Court Principles
- EIR Deficiencies
- Demand Exceeds Capacity
- Seawater Intrusion
- Aquifer Depletion
- Lake Casitas Depletion
- State Water Availability
- Desalination
- Water Bill Impact
- Flawed Water Supply Impact Estimates.

6/11/2009 Part 03 - Water Supply 2

23.40

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 06
Water Supply & Drought

Slide 3



Water Supply – The City of San Buenaventura 2005 General Plan EIR

- The City of San Buenaventura 2005 General Plan Environmental Impact Report (EIR) fails to address the susceptibility of the water supply to drought conditions.
 - The EIR states “...estimated water supply levels under **normal non-drought conditions**. Actual water supply water levels may be significantly higher or lower than these averages”.
 - The **environmental conditions have changed** since the City of San Buenaventura 2005 General Plan Environmental Impact Report (EIR) was approved.
- The 1995 Wells-Saticoy Capital Improvement Deficiency Study which was used as the basis for determining water supply improvement requirements has not been revised incorporate intensified land uses in the Wells-Saticoy Community.

6/11/2009 Part 03 - Water Supply 3

23.40

The City of San Buenaventura 2005 General Plan Environmental Impact Report (EIR) fails to address the susceptibility of the water supply to drought conditions.


The EIR states “...estimated water supply levels under normal under normal non-drought conditions. Actual water supply water levels may be significantly higher or lower than these averages”.

The 1995 Wells-Saticoy Capital Improvement Deficiency Study which was used as the basis for determining water supply improvement requirements has not been revised incorporate intensified land uses in the Wells-Saticoy Community.

Ref: Drought & Water Supply – EIR 2007 06 17

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 06
Water Supply & Drought

Slide 4



Water Supply - Summary of CEQA & Supreme Court Principles for Conducting a Water Supply Analysis

- CEQA and Supreme Court principles for conducting water supply analysis:
 - A. Decision makers and the public must be presented with sufficient facts to evaluate the pros and cons of supplying the amount of water that the project will need.
 - B. An EIR for a planned land use project must assume that all phases of the project will eventually be built and will need water, and must analyze, to the extent reasonably possible, the impacts of providing water to the entire project.
 - C. EIR for a land use project must address the impacts of likely future water sources, and the discussion must include a reasoned analysis of the circumstances affecting the likelihood of the water's availability
 - D. CEQA requires some discussion of possible replacement sources or alternatives to use of the anticipated water, and of the environmental consequences of those contingencies.
 - E. According to the court, *"the degree of confidence involved for approval of a conceptual plan is much lower than for issuance of building permits."*

6/11/2009 Part 03 - Water Supply 4

23.40


CEQA and Supreme Court principles for conducting water supply analysis:

- A. Decision makers and the public must be presented with sufficient facts to evaluate the pros and cons of supplying the amount of water that the project will need.
- B. An EIR for a planned land use project must assume that all phases of the project will eventually be built and will need water, and must analyze, to the extent reasonably possible, the impacts of providing water to the entire project.
- C. EIR for a land use project must address the impacts of likely future water sources, and the discussion must include a reasoned analysis of the circumstances affecting the likelihood of the water's availability
- D. CEQA requires some discussion of possible replacement sources or alternatives to use of the anticipated water, and of the environmental consequences of those contingencies.
- E. According to the court, *"the degree of confidence involved for approval of a conceptual plan is much lower than for issuance of building permits."*

Ref: Drought & Water Supply – EIR 2007 06 17

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 06
Water Supply & Drought

Slide 5



Water Supply – City of San Buenaventura 2005 General Plan Final EIR Water Supply Analysis Deficiencies

- Sufficient facts to evaluate the pros and cons of supplying the amount of water that the project will need over a long term and under conditions of drought are not presented. Drought intensity, duration or safe/expected yields of rivers, lakes and aquifers under drought conditions are not discussed or quantified.
- To the extent reasonably possible, the environmental impacts to rivers, lakes and aquifers of providing water to the entire project under drought conditions is not discussed or quantified.
- The an EIR for must address the impacts of likely future water sources, and the discussion must include a reasoned analysis of the circumstances affecting the likelihood of the water's availability such as a prolonged drought.
- Discussion of possible replacement sources or alternatives to use of the anticipated water, and of the environmental consequences of those contingencies under drought conditions is not discussed or quantified.
- No degree of confidence is demonstrated of the ability of the current water supply to meet future requirements. Reference (c) which, not only discussed and quantified the cumulative impact of currently planned and proposed residential development on the water supply, contained sufficient information to raise a reasonable doubt on the ability of the water system to meet future requirements under drought conditions.

6/11/2009 Part 03 - Water Supply 5

23.40

Sufficient facts to evaluate the pros and cons of supplying the amount of water that the project will need over a long term and under conditions of drought are not presented. Drought intensity, duration or safe/expected yields of rivers, lakes and aquifers under drought conditions are not discussed or quantified.

To the extent reasonably possible, the environmental impacts to rivers, lakes and aquifers of providing water to the entire project under drought conditions is not discussed or quantified.

An EIR must address the impacts of likely future water sources, and the discussion must include a reasoned analysis of the circumstances affecting the likelihood of the water's availability such as a prolonged drought.

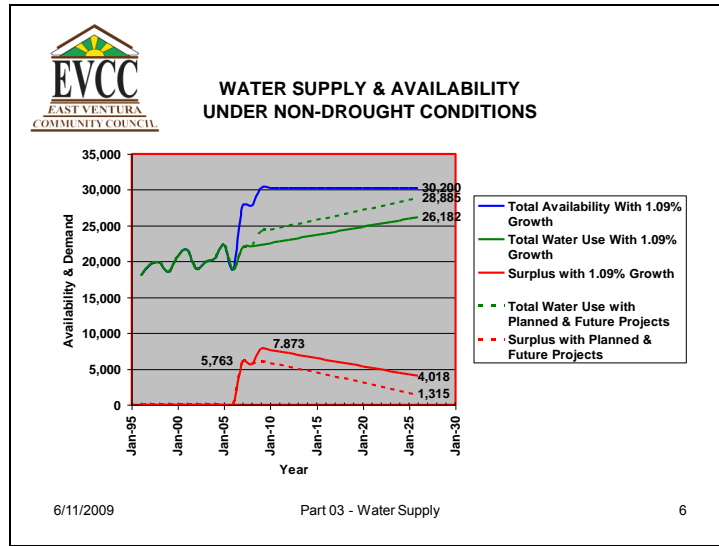
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Ref: Drought & Water Supply – EIR 2007 06 17

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 06
 Water Supply & Drought

Slide 6

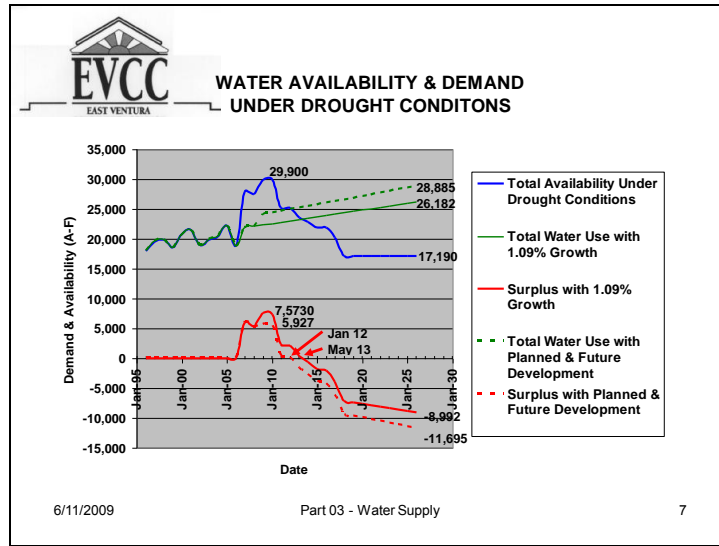


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Under non-drought conditions, it is estimated that a surplus of 1,315 AFY will exist by 2025.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 06
 Water Supply & Drought

Slide 7



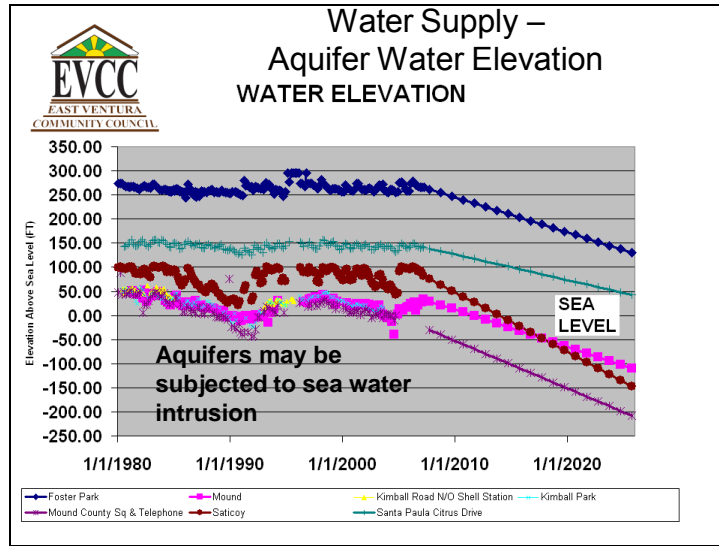
23.40

The current population of the City of San Buenaventura is 106,710 persons. A maximum population of 96,033 persons can be supported by the minimum drought condition water supply. Water demand can exceed supply under severe drought conditions with the current planned population growth after May 2013 and Jan 2012 under the planned and current population estimates.

Ref: Drought & Water Supply 2008 05 30.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 06
Water Supply & Drought

Slide 8



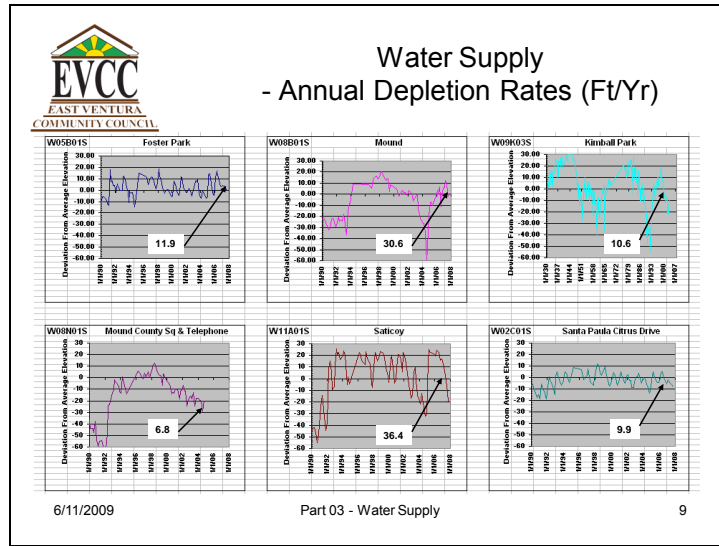
23.40

The aquifers may be subjected to sea water intrusion thereby, destroying the well.

Ref: Water Supply & Drought Conclusions 05 Sep 2007

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 06
 Water Supply & Drought

Slide 9

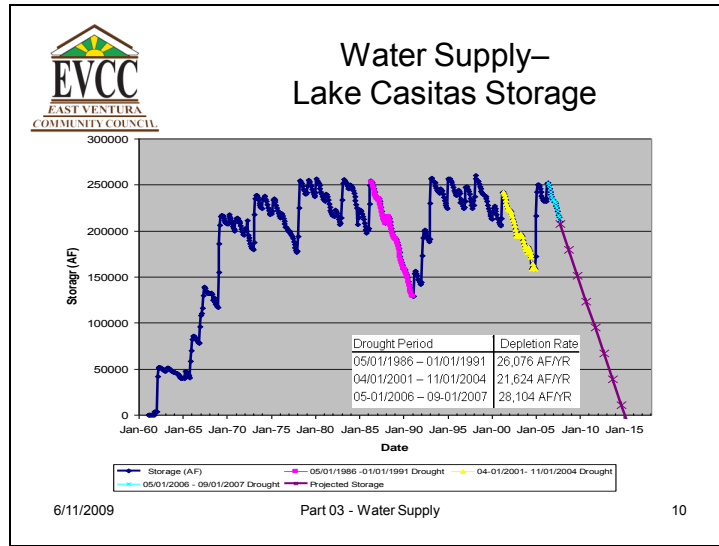


23.40

Water Supply - Annual Depletion Rates (Ft/Yr)

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 06
Water Supply & Drought

Slide 10



23.40

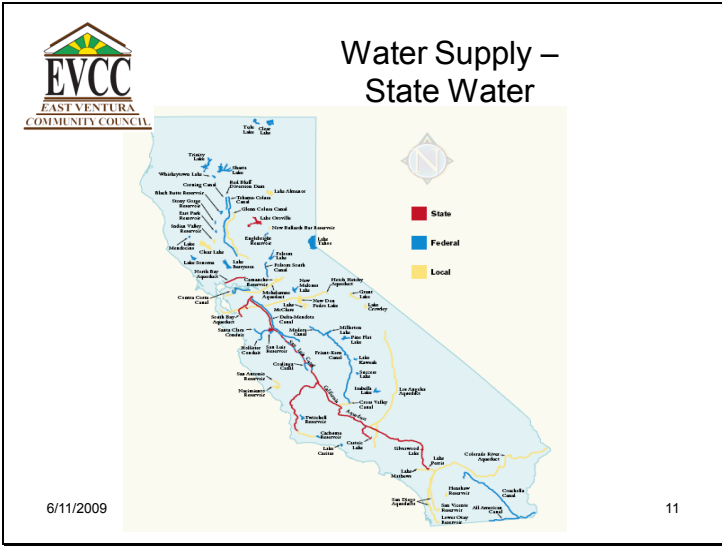
Water Supply–Lake Casitas Storage

Water deliveries from Lake Casitas exceed the safe annual yield. The safe annual yield average of Lake Casitas is 20,840 acre-feet during a historical drought period and 19,780 acre-feet during a drought recovery period per the 2005 Casitas MWD Urban Water Management Plan. Annual Depletion Rates of 21,264-28,104 have been experienced during recent drought periods.

Until sufficient precipitation is received to sustain and replenish Lake Casitas, the water elevation will continue to decrease until the lake becomes dry.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 06
Water Supply & Drought

Slide 11



23.40

Water Supply – State Water

Even though the City of San Buenaventura has a right to 10,000 acre-feet of water annually, it would appear that the current drought has eliminate state water as a source of supply. Water year 2007 is a dry year statewide, and especially in Central and Southern California. Much of Southern California is on track to have one of the driest precipitation years of record, potentially surpassing the prior record set in 2001-02. In Northern and Central California, forecasts of unimpaired runoff from Sierra Nevada watersheds are well below average. The Colorado River Basin, an important source of water supply for Southern California, continues in drought conditions, having experienced below average runoff in six of the last seven years.

Ref: California Department of Water Resources
<http://watersupplyconditions.water.ca.gov/>

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 06
Water Supply & Drought

Slide 12

EVCC
EAST VENTURA
COMMUNITY COUNCIL

Water Supply - Desalination

.....now pay about **\$312** for an acre-foot of water,
compared to about **\$207** under the old rates.
- VC Star 30 Aug 2007

\$1,900 per acre-foot
California Coastal Commission - 1992

2,500-12,000 Kwh of energy per Acre-Foot

6/1 12

23.40

The Lake Casitas Municipal Water District has raised the price of water by 150% to wholesale buyers from \$207 to \$312 per acre-foot.


One estimate places the price of desalinated water at \$1,900 per acre-foot.

Even though the City of San Buenaventura can use water directly from the ocean, Mayor Morhouse has reported the League of California Cities has advised its member cities to plan for a future energy shortage. It is estimated that 2,500 to 12,000 kWh of energy is required to produce one acre-foot of desalinated water.


Ref: Water Supply & Drought Conclusions 05 Sep 2007

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 06
Water Supply & Drought

Slide 13




**Water Supply
–Bi-Monthly Water Bill
(Without Taxes)**

Current Bi-Monthly Water Utility Bill for an average family without taxes - \$154.33	
Estimated Bi-Monthly Water Utility Bill for an average family without taxes using \$1,000 per acre-foot desalinated water - \$524.74	
Estimated Bi-Monthly Water Utility Bill for an average family without taxes using \$2,000 per acre-foot desalinated water - \$985.58	

23.40

Current Bi-Monthly Water Utility Bill for an average family without taxes - \$154.33
Estimated Bi-Monthly Water Utility Bill for an average family without taxes using \$1,000 per acre-foot desalinated water - \$524.74
Estimated Bi-Monthly Water Utility Bill for an average family without taxes using \$2,000 per acre-foot desalinated water - \$985.58
Ref: Desal Residential Water Cost Estimate 2007 09 09

Slide 14



Flawed Water Supply Estimates

- Environmental Impact Reports and Draft Mitigated Negative Declarations erroneously estimate the environmental impact of residential and commercial development.
 - 2005 General Plan Environmental Impact Reports and Draft Mitigated Negative Declarations Use a Per Capita Water Use Factor of 0.180-0.186 AFY Per Person.
 - Analysis of Ventura Water System 2006-2007 Water Use Data reveals Per Capita Single and Multifamily Residential Use Factors of 0.136 and 0.085 AFY Per Person.
- Environmental Impact of other types of development on water use is not estimated or considered.
 - Only 65.9% of the water is supplied for residential use.

6/11/2009 Part 03 - Water Supply 14

23.40

Flawed Water Supply Estimates

Environmental Impact Reports and Draft Mitigated Negative Declarations erroneously estimate the environmental impact of residential and commercial development.

2005 General Plan Environmental Impact Reports and Draft Mitigated Negative Declarations Use a Per Capita Water Use Factor of 0.180-0.186 AFY Per Person.


Analysis of Ventura Water System 2006-2007 Water Use Data reveals Per Capita Single and Multifamily Residential Use Factors of 0.136 and 0.085 AFY Per Person.

Environmental Impact of other types of development on water use is not estimated or considered.

Only 65.9% of the water is supplied for residential use

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 06
 Water Supply & Drought

Slide 15

 Per Capita Water Use Demand Computation			
EIR & DMND Per Capita Demand			0.180-0.186
SF Residential Use			8,174.150
SF Residential Accts	÷	23,151.000	
Persons Per DU	x	2.600	
SF Residential Population	÷	60,192.000	60,192.000
SF Residential Use Per Person	=		0.136
MF Residential Use	=		4,111.110
2006 Biennial Water Supply Report Projected Population	=	108,651.000	
SF Residential Population	-	60,192.000	
MF Residential Population	÷	48,459.000	48,459.000
MF Residential Use Per Person	=		0.085

6/11/2009
15
Part 03 - Water Supply

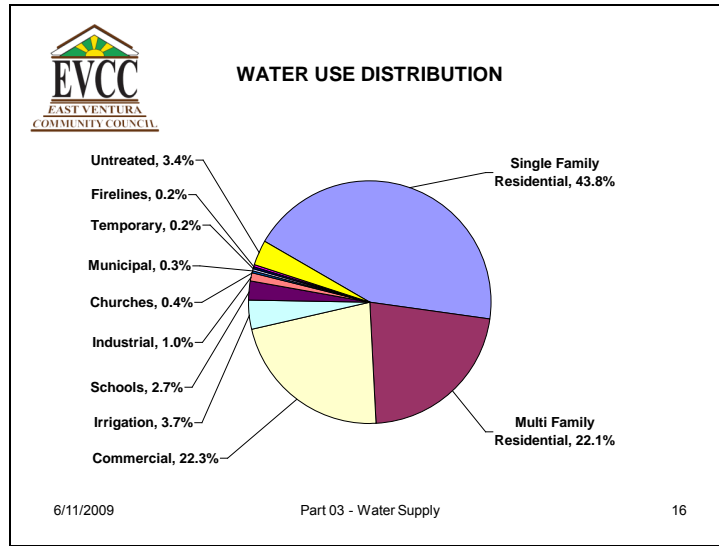
23.40

Per Capita Water Use Demand Computation

Per Capita Water Use Demand Computation in EIR & DMND is 0.3 to 1.2 times greater than that which is computed from the 2007 City of San Buenaventura Ventura Water System use data. With 65.9% of water used for residential consumption, the expected increase in demand for 34.1% of water for other water uses is not identified in EIR or DMND. The 2004 Biennial Water Supply Report lists a projected 2006 Water System Population of 108,621 persons.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 06
 Water Supply & Drought

Slide 16




23.40

Water Use Distribution

Residential Use	65.9%
Other	34.1%

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 06
Water Supply & Drought

Slide 17

 Ventura Water System 2006-2007 Water Use Data				
FISCAL YEAR 2006 - 2007 DATA				
	CITY		COUNTY	
	Water Use (A/F)	Number of Accounts	Water Use (A/F)	Number of Accounts
Residential				
Single Family	7,814.57	22,120	359.58	1,031
Multi Family	4,024.09	2,237	87.02	95
Sub-Total	11,838.66	24,357	446.60	1,126
Commercial	3,849.01	2,387	300.39	132
Industrial	191.50	8		1
Municipal	52.68	59		
Untreated	0.00	0	642.73	2
Schools	498.49	66		
Churches	70.95	56	1.24	6
Firelines	10.72	2,957	23.41	57
Irrigation	594.75	239	86.21	4
Temporary	34.34	56		
Sub-Total	5,302.44	5,828	1,053.98	202
TOTAL	17,141.10	30,185	1,500.58	1,328
		Part 03 - Water Supply		

6/11/2009 17

23.40

Ventura Water System 2006-2007 Use Data

Ventura Water System 2006-2007 Water Use Data indicates that the water systems supplies 18,641.78 AF of water to 31,513 Customers in both the City and County of Ventura.

Source: City of Ventura E-mail dated 18 June 2008, Ventura Water System, Lisa Kern, Utilities Analyst

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 07

Traffic

SUMMARY

The Environmental Impact Report (EIR) for the Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

23.41

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern.

The EIR does not address the adverse impact of narrowing the right-of-way which prevents expansion to accommodate future increased capacity of Telegraph Road or Wells Road after the expiration of the SOAR Initiative.

23.42

The EIR does not address the City Council action taken on 06 Oct 2008 denying the proposed reclassification of Telegraph Road from a Secondary Arterial Roadway to a Collector Roadway.

23.43

The EIR does not address the estimated cost to the City of \$526,106.57 to delay paving and installing gutters on the unimproved right-of-way at a later date.

The EIR does not address impacts on 2005 General Plan due to intensification of land use beyond 2005 General Plan housing densities.

23.44

The EIR does not address the adverse impact of narrowing the right-of-way which prevents expansion to accommodate future increased capacity of Telegraph Road or Wells Road after the expiration of the SOAR Initiative on surrounding neighborhood streets.

23.45

The EIR does not address the cumulative effect of residential development on Wells Road Traffic.

23.46

The EIR does not address the adverse physical, economic or social impacts of increased traffic or required infrastructure improvements from either the specific residential development or the cumulative impact of residential development.

23.47

The EIR does not address the increase in traffic and subsequent adverse impact on the intent of Senate Bill 375 which requires metropolitan planning organizations to include sustainable communities strategies for the purpose of: reducing greenhouse gas emissions; aligning planning for transportation and housing; and makes findings and declarations concerning the need to make significant changes in land use and transportation policy in order to meet the greenhouse gas reduction goals established by Assembly Bill 32

23.48

The above statements are substantiated by information contained in the attached slides

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 1



Neighbors Together

Wells-Saticoy Community Plan
EIR-2473 Environmental Impact Report
Review Comments
Traffic & Road Improvements



6/12/2009

Daniel Cormode
East Ventura Community Council
Planning & Development Committee
12 June 2009


Working Towards The Future

1

23.49

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 2




Telegraph & Wells Road Improvements Outline

- Wells-Saticoy Community Plan Proposed Telegraph & Wells Road Width
- Road Widening Cost Comparison.
- Consequences of Widening Telegraph Road After Development
- Consequences of Widening Wells Road After Development
- Consequences of Failure to Widen Wells Road
- Telegraph Road Existing Condition
- Parklands TTM 5632 30 June 2006
- Roadway Improvements Required by 2005 General Plan
- Estimated Cost to Widen Telegraph Road at UC Hansen Trust
- Estimated Cost to Widen Wells & Telegraph Roads at Parklands
- Change to Wells & Telegraph Roadway Classification Denied
- Telegraph & Wells Road ADT Volumes (000s)
- Future Telegraph Road Traffic After SOAR
- Future Wells Road Traffic After SOAR
- Wells Road Major North-South Arterial
- Telegraph Road – Current
- Telegraph Road – Wells Rd to Nevada Ave
- Telegraph Road – Nevada to Saticoy Ave

6/12/2009 2

Slide 3



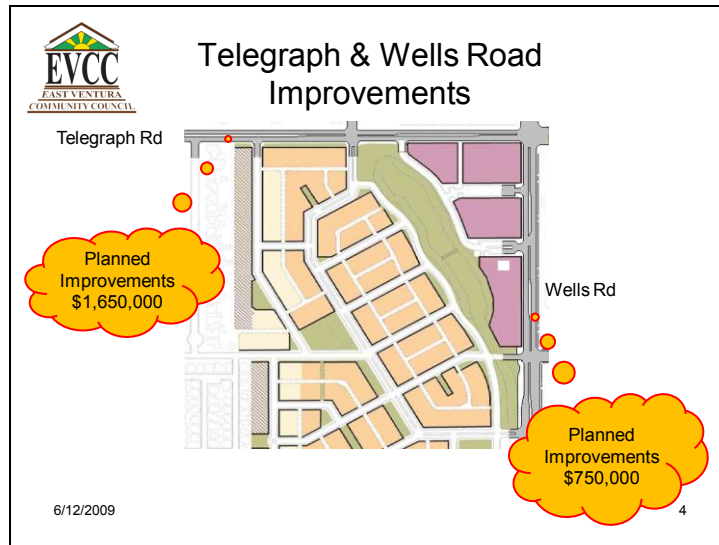
Telegraph & Wells Road Improvements Outline

- Telegraph Road – Wells Rd to Saticoy Ave - 4 Lane
- Wells Road – South of Carlos
- Wells Road - Four Lane
- Current & Future Telegraph Road North Side
- Increased Residential Street Traffic
- Traffic Volume
- Residential Growth Underestimated.
- ADT Generation Underestimated.

6/12/2009 3

23.49

Slide 4



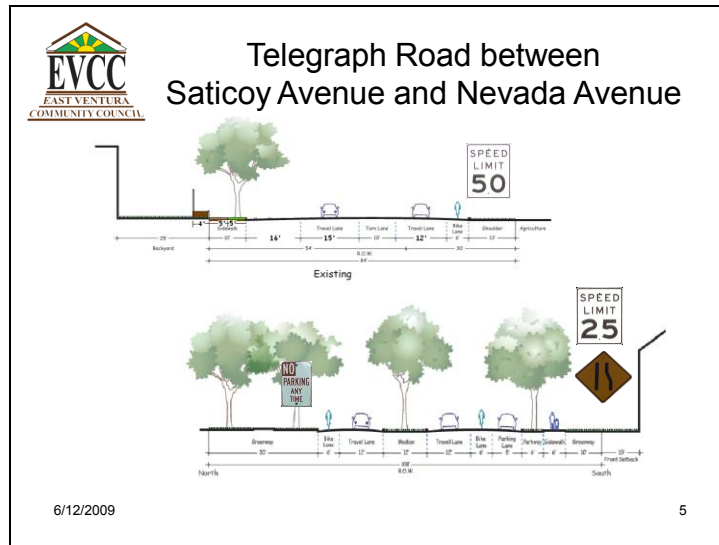
23.49

Telegraph & Wells Road Improvements:

- Action 11.4.21: Reconfigure Wells Road between Telegraph Road and Carlos Drive as a pedestrian parkway, with central median, single-lanes, bicycle path, and parallel parking.
- The Wells-Saticoy Community Plan proposes traffic improvements to Telegraph Road between Saticoy Avenue and Wells Road at an estimated cost of \$1,650,000 with no identified source of funding other than the additional funds proposed to be contributed by the Parklands project. The amount of funds contributed by the Parklands project are not identified.
- The Wells-Saticoy Community Plan proposes traffic improvements to Wells Road between Telegraph Road and Carlos Street at an estimated cost of \$750,000; with no identified source of funding other than the additional funds proposed to be contributed by the Parklands project. The amount of funds contributed by the Parklands project are not identified.
- Enhancements for Wells Road, from Telegraph Road in the north to Nardo Street in the south, are intended to strengthen this thoroughfare's character to allow pedestrians, cars, bicyclists, and other modes of transit to coexist with a mix of uses to activate the street level and weaken its current presence as a distinct barrier between neighborhoods.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 5



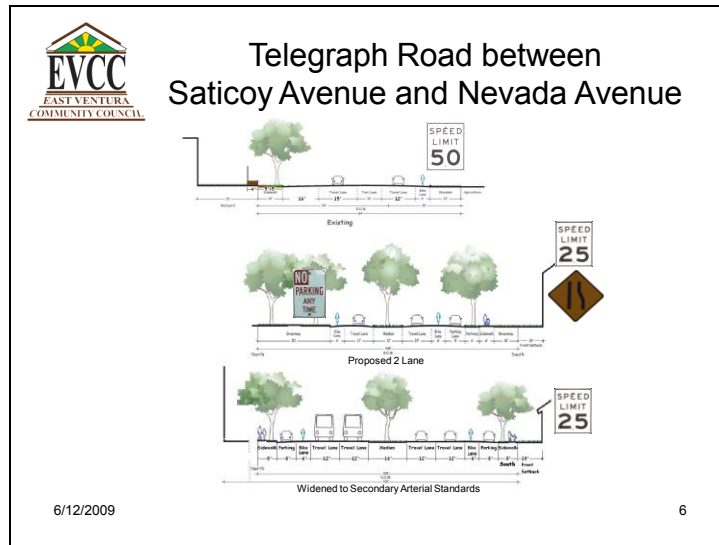
23.49

Telegraph Road between Saticoy Avenue and Nevada Avenue

- The segment of Telegraph Road between Saticoy Avenue and Nevada Avenue will have sufficient right-of-way to accommodate the ultimate four-lane arterial designation.
- Telegraph Road will be improved, in the interim, as a two-lane collector with a raised median, bike lanes, and "green street" features incorporated in the northern half.
- Parking will only be allowed on the south side.
- The proposed street configuration would replace a width of 32' of paved surface and base material with 32' of landscaped area on the north side of Telegraph Road and relocate the existing sidewalk on the north side of Telegraph Road..
- The Wells-Saticoy Community Plan proposes traffic improvements to Telegraph Road between Saticoy Avenue and Wells Road at an estimated cost of \$1,650,000 with no identified source of funding other than the additional funds proposed to be contributed by the Parklands project.
- The amount of funds contributed by the Parklands project are not identified.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 6



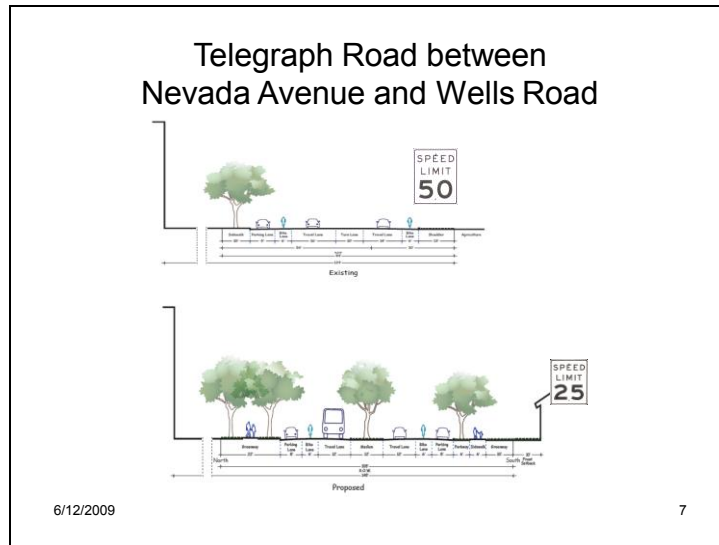
23.49

Telegraph Road between Saticoy Avenue and Nevada Avenue - Subsequent Widening.

- It appears that subsequent widening of the roadway would require removal of the new landscaping, curbs and gutters and installation of new curbs, gutters, roadway base and paving.
- A roadway configuration similar to that proposed for Wells Road south of Carlos St was used to make the comparative analysis.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 7



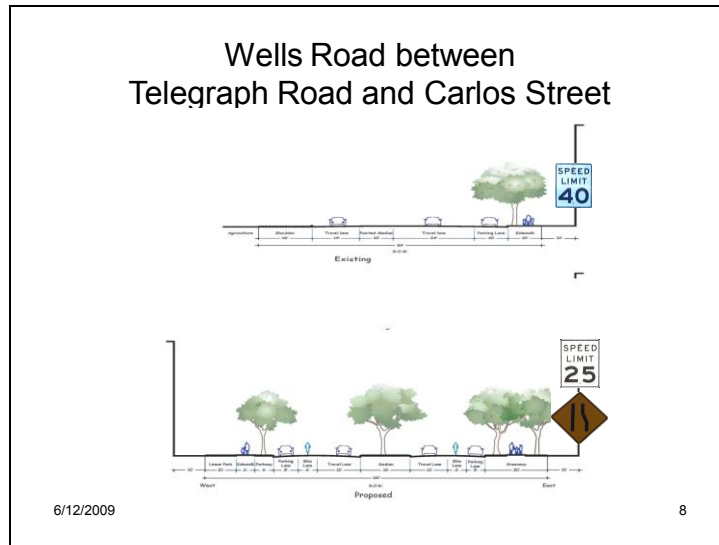
23.49

Telegraph Road between Nevada Avenue and Wells Road

- The segment of Telegraph Road between Nevada Avenue and Wells Road will have sufficient right-of-way to accommodate the ultimate four-lane arterial designation.
- Telegraph Road will be improved, in the interim, as a two-lane collector with a raised median, bike lanes, and "green street" features incorporated in the northern half.
- Parking will be allowed on both sides

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 8



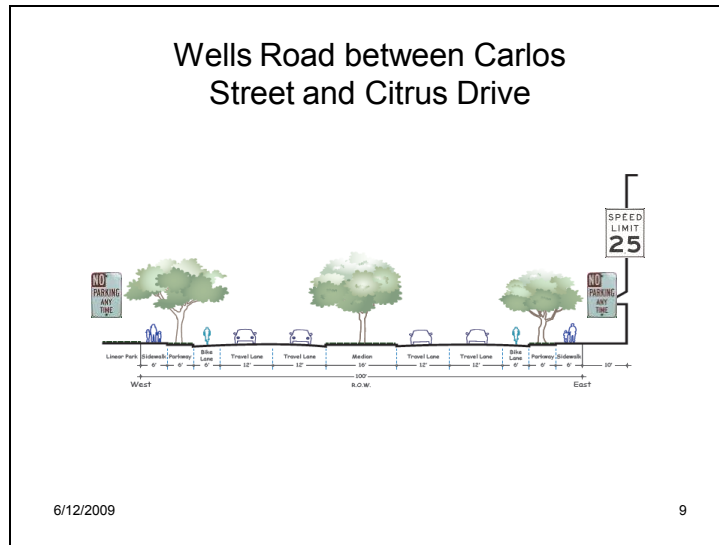
23.49

Wells Road between Telegraph Road and Carlos Street

- The segment of Wells Road between Telegraph Road and Carlos Street will have sufficient right-of-way to accommodate the ultimate four-lane arterial designation.
- Wells Road will be improved, in the interim, as a two-lane collector with a raised median, bike lanes, and “green street” features incorporated in the eastern half.
- Parking will be allowed on both sides.
- The Wells-Saticoy Community Plan proposes traffic improvements to Wells Road between Telegraph Road and Carlos Street at an estimated cost of \$750,000; with no identified source of funding other than the additional funds proposed to be contributed by the Parklands project. The amount of funds contributed by the Parklands project are not identified.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 9



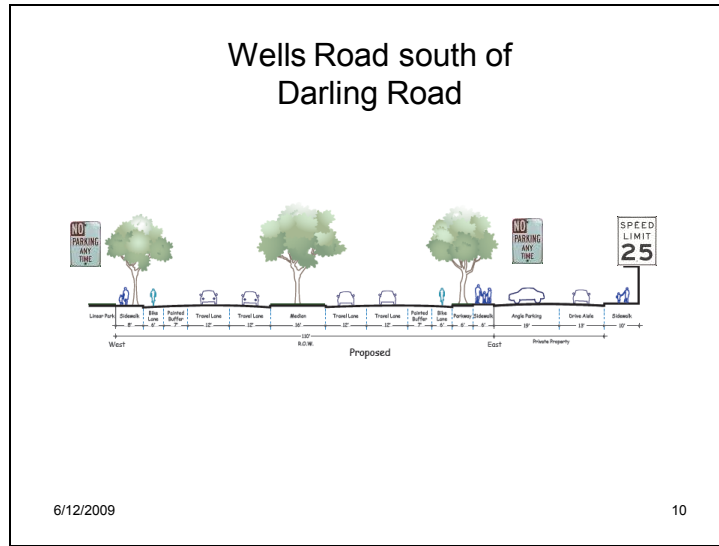
23.49

Wells Road between Carlos Street and Citrus Drive

- The segment of Wells Road between Carlos Street and Citrus Drive accommodates four travel lanes with a raised median.
- Wells Road will be improved with pedestrian and bicycle amenities on both sides.
- Parking will not be allowed on either side.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 10



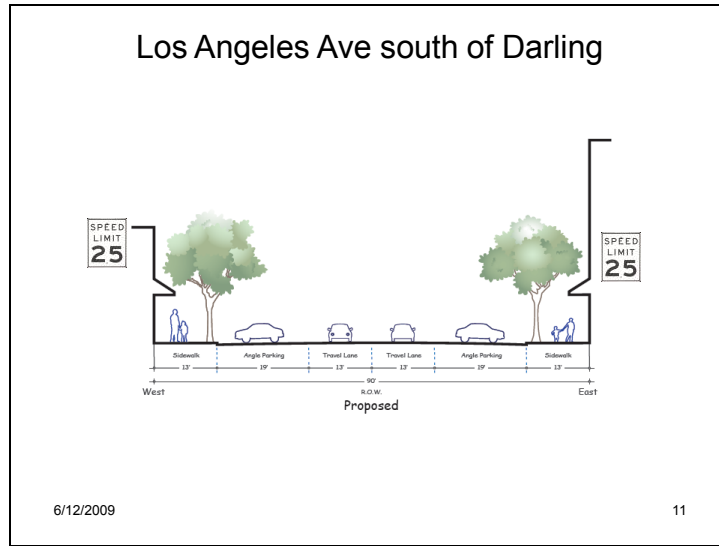
23.49

Wells Road south of Darling Road

- The segment of Wells Road south of Darling Road is part of State Route 118 and is under the jurisdiction of the California Department of Transportation (Caltrans) and accommodates four travel lanes with a raised median and bike lanes.
- Wells Road will be improved with pedestrian amenities on both sides.
- Parking will not be allowed on either side.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 11



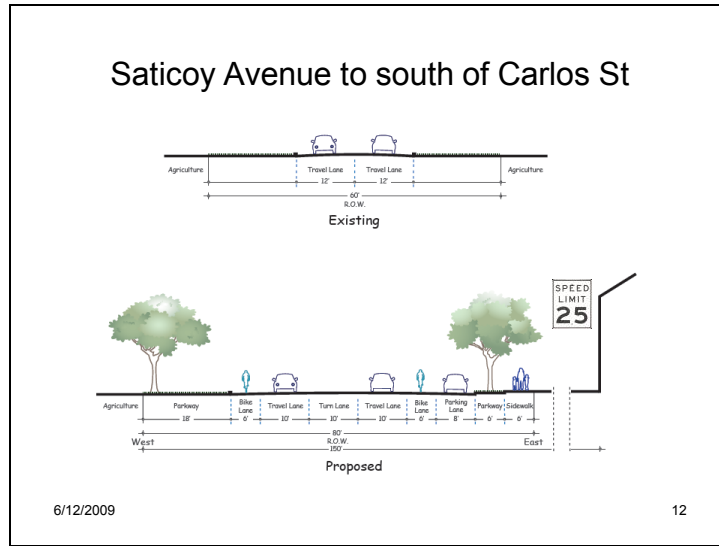
23.49

Los Angeles Ave south of Darling

- The extension of Los Angeles Avenue south of Darling Road will be designed as a “main street” with diagonal parking on both sides.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 12



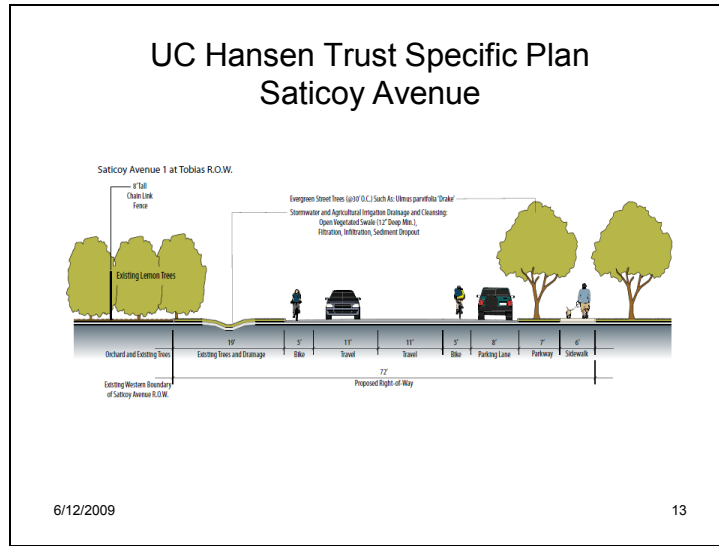
23.49

Saticoy Avenue to south of Carlos St

- The existing segment of Saticoy Avenue will be improved as a two-lane collector with a center turn lane, bike lanes, and parking and sidewalk on only the east side.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 13



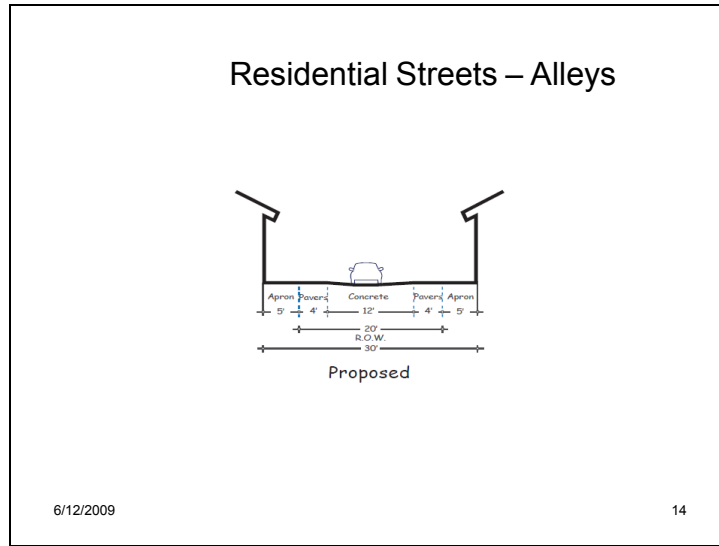
23.49

UC Hansen Trust Specific Plan - Saticoy Avenue:

- The Wells-Saticoy Community Plan Development Code and UC Hansen Trust Specific Plan present different configurations of Saticoy Avenue.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 14



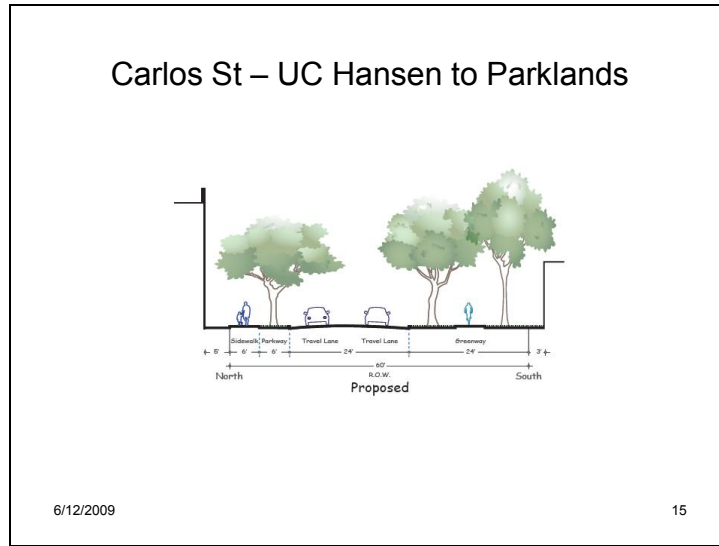
23.49

Residential Streets – Alleys:

- Alleys provide vehicular access to garages; serve as a service area for trash pickup and for location of dry utilities.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 15



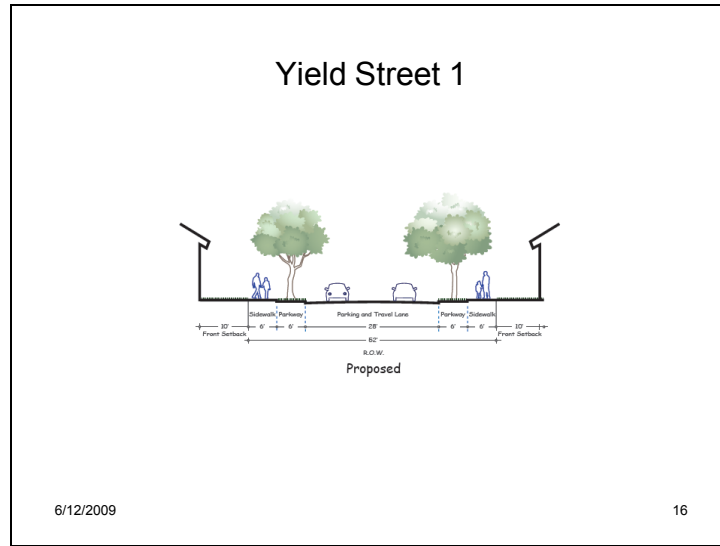
23.49

Carlos St – UC Hansen to Parklands

- The proposed extension will be offset to provide a buffer for the mobile homes on the south side.
- Parking will not be allowed on either side

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 16



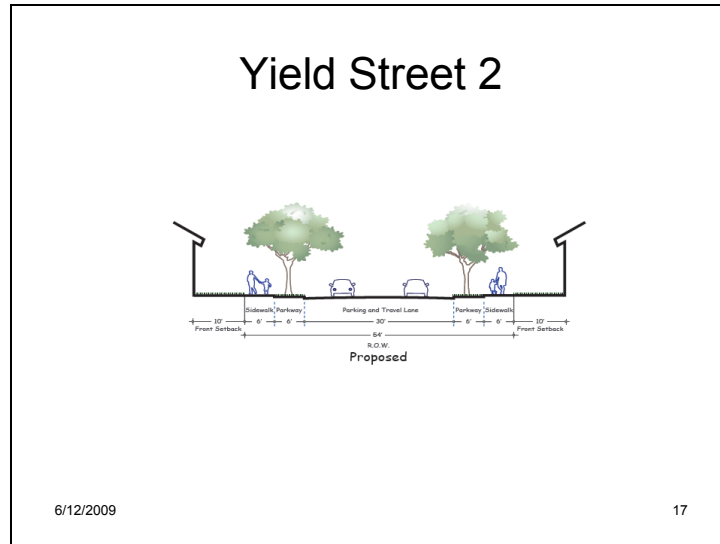
23.49

Yield Street 1

- A local street with a paved area of 28 feet and parking allowed on both sides. Two way traffic is constrained and requires some motorists to stop yield the right-of-way to oncoming vehicles.
- Street widths of 28 feet are incompatible with the Fire Code.
- Requires approval by Fire Department

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 17

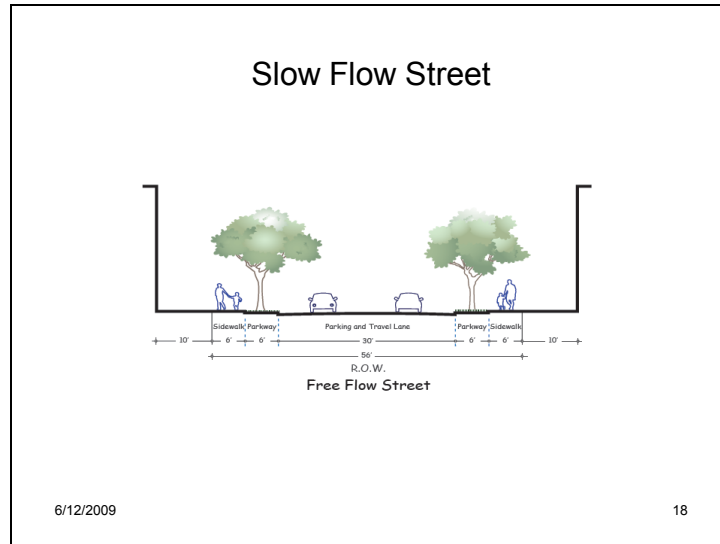


23.49

Yield Street 2

- A local street with a paved area of 30 feet and parking allowed on both sides. Two way traffic is constrained and requires some motorists to stop yield the right-of-way to oncoming vehicles.
- Street widths of 30 feet are incompatible with the Fire Code.
- Requires approval by Fire Department.

Slide 18



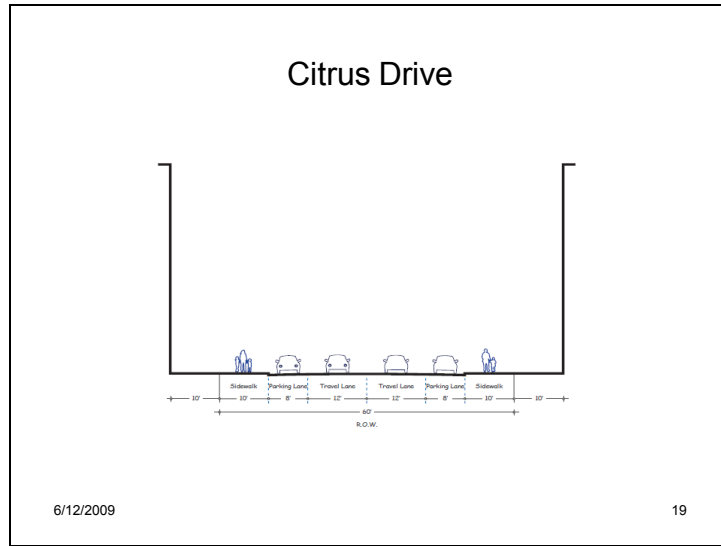
23.49

Slow Flow Street

- A local street with a paved area of 32 feet and parking allowed on both sides.
- Two-way traffic is less constrained at slower speeds.
- Motorists react to vehicles coming from the opposite direction.
- While some drivers may choose to pass an oncoming vehicle at a slower speed, others may decide to stop and yield the right-of-way.
- Street widths of 32 feet are incompatible with the Fire Code.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 19



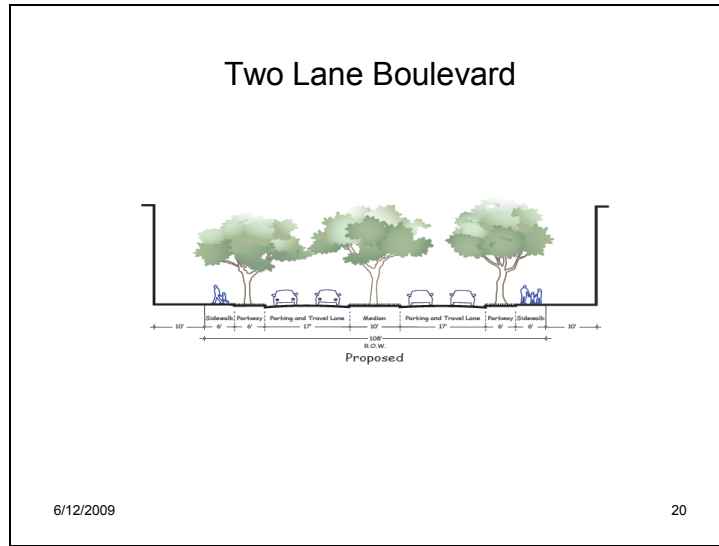
23.49

Citrus Drive

- A conventional local street with a paved area of 40 feet and parking allowed on both sides

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 20



23.49


Two Lane Boulevard

- A divided local street with a raised median and one travel lane and parking in each direction.
- Street widths are incompatible with the California Fire which requires an unobstructed clearance with of 20 feet.

Slide 21

Road Configurations Not Addressed

- Darling Road
 - Existing
 - Future
- Blackburn Road
- Wells Road south of Darling Road
 - Existing
- South Saticoy Avenue
 - Existing
 - Future
- North Bank Drive Extension
 - Existing
 - Future



6/12/2009 21

Road Configurations , Schedules, Costs or Funding Sources identified or not addressed:

23.49

- North Bank Drive Extension
 - Existing
 - Future
- South Saticoy Avenue
 - Existing
 - Future
- Darling Road
 - Existing
 - Future
- Blackburn Road
- Wells Road south of Darling Road
 - Existing

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 23

Future Cost to Widen Telegraph & Wells Roads after Development

Description	Qty	Unit	Unit Cost	Extended Cost
Remove Concrete Sidewalk, Driveway	2,469*14	SF	\$10.00	\$345,660
Remove Curb & Gutter	2469*2	LF	\$10.00	\$49,380
Concrete Curb & Gutter 6" x 18"	2469*2	LF	\$16.95	\$83,699
Concrete Sidewalk 4" Thick	2,469*6*2	SF	\$4.77	\$141,326
Handicap Ramps	17	EA	\$3,273.55	\$55,650
Paving: Aggregate Base, 10" Thick	2469*32	SF	\$1.48	\$116,932
Paving: Asphalt Concrete (6")			\$3.18	\$251,245
Traffic Striping			\$0.70	\$10,370
			Total	\$1,054,262

Future cost to widen Telegraph & Wells Roads \$1,054,262.

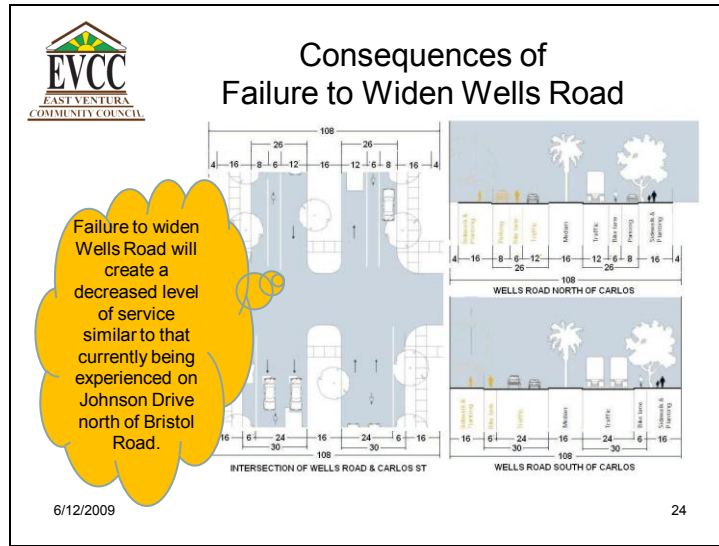
6/12/2009 23

23.49

Future Cost to Widen Telegraph & Wells Roads after Development:

- The future cost to widen Telegraph & Wells Roads subsequent to development of the Parklands residential development is estimated to exceed \$1,054,262 using 2009 \$.

Slide 24



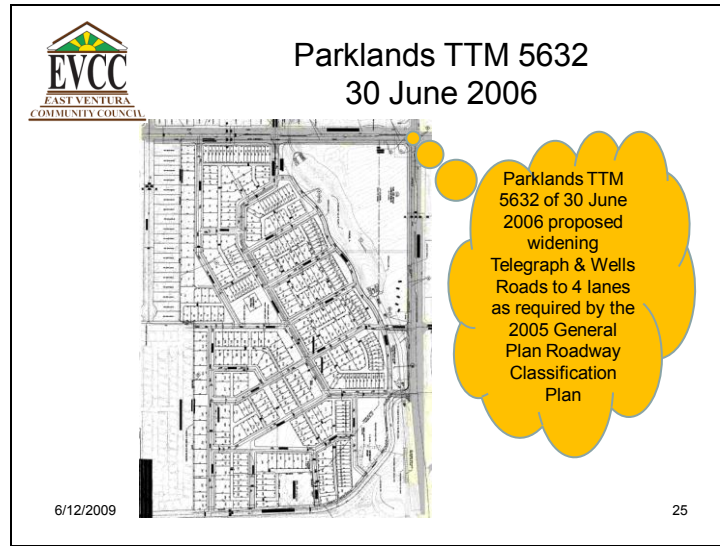
23.49

Consequences of Failure to Widen Wells Road

- Failure to widen Wells Road will create a decreased level of service similar to that currently being experienced on Johnson Drive north of Bristol Road.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 25




23.49

Parklands TTM 5632 dated 30 June 2006

- Parklands TTM 5632 of 30 June 2006 proposed widening Telegraph & Wells Roads to 4 lanes as required by the 2005 General Plan Roadway Classification Plan

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 07
 Traffic

Slide 26

 **Roadway Improvements Required by 2005 General Plan**

1. Streets	
A Street	New two-lane roadway
Harbor River	Widen to four lanes
Hill Road	Extend as two-lane roadway
Johnson Drive (City limits to Wells 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

Widening of Telegraph Road is required by 2005 General Plan

Widening of Wells Road is required by 2005 General Plan

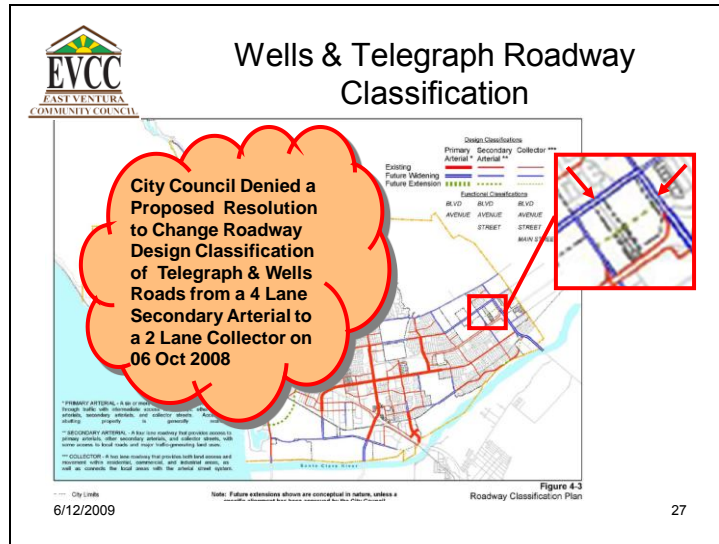
6/12/2009 26

23.49

Roadway Improvements Required by 2005 General Plan

- Widening of Telegraph Road is required by 2005 General Plan
- Widening of Wells Road is required by 2005 General Plan

Slide 27

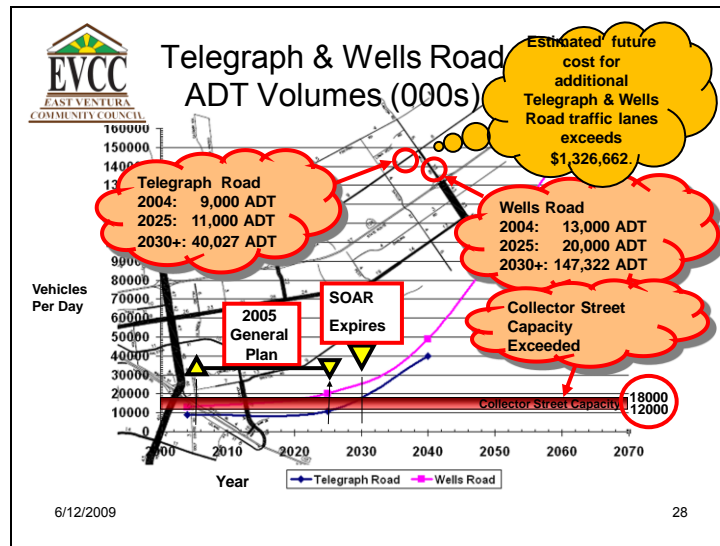


23.49

Future Development

- EIR is inconsistent with City Council Direction.
- City Council denied a proposed resolution amending the 2005 General Plan to change in the roadway designation of the segment of Telegraph Road between Saticoy Avenue and Wells Road from a 4-lane Secondary Arterial to a 2-lane Collector
- Telegraph Road and Wells Road south of Telegraph Road are designated as secondary arterial (4 lane) streets in the 2005 General Plan.
- Proposed improvements are inconsistent with the designation of Telegraph Road and Wells Road south of Telegraph Road as secondary arterial (4 lane) streets.
- The proposed improvements create another traffic congestion problem similar to Johnson Drive at Bristol Road.

Slide 28



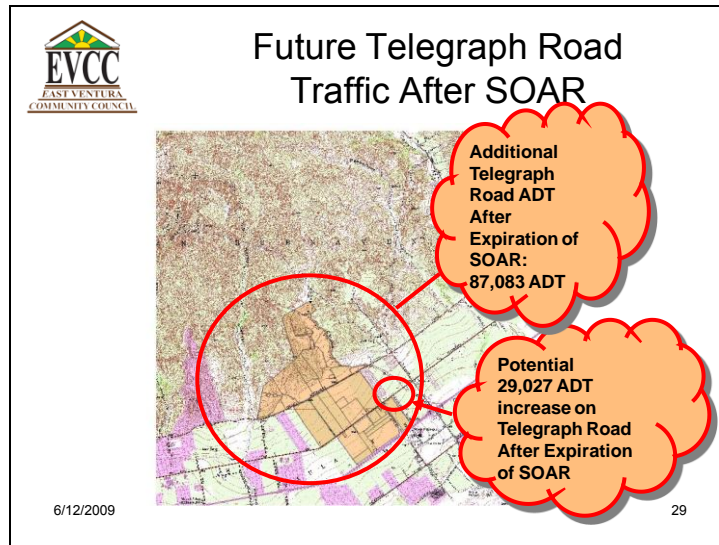
23.49

ADT Volumes (000s)

- EIR does not address long term operational and fiscal impact of incorporating collector roadway configuration improvements to Wells & Telegraph Roads.
- The existing ADT Volume for Wells Road is 13,000.
- The existing ADT for Telegraph Road is 9,000.
- The Wells Road ADT Volume increases from 13,000 ADT by 7,000 ADT to 20,000 ADT with the 2025 ADT Volume Scenario 2 .
- The Telegraph Road ADT Volume increases from 9,000 ADT by 2,000 ADT to 11,000 ADT with the 2025 ADT Volume Scenario 2
- The Wells Road ADT Volume increases from 20,000 ADT by 127,322 ADT to 147,322 ADT with the After 2025 ADT Volume.
- The Telegraph Road ADT Volume increases from 11,000 ADT by 29,027 ADT to 40,027 ADT with the After 2025 ADT Volume.
- Estimated savings to UC Hansen Trust and future public cost to add additional eastbound traffic lane to Telegraph Road will exceed \$129,846.
- Estimated savings to Parklands and future public cost to add additional eastbound traffic lane to Telegraph Road and southbound lane to Wells Road will exceed \$1,196,706.

Source: 2005 General Plan FEIR, Figure 2-2

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

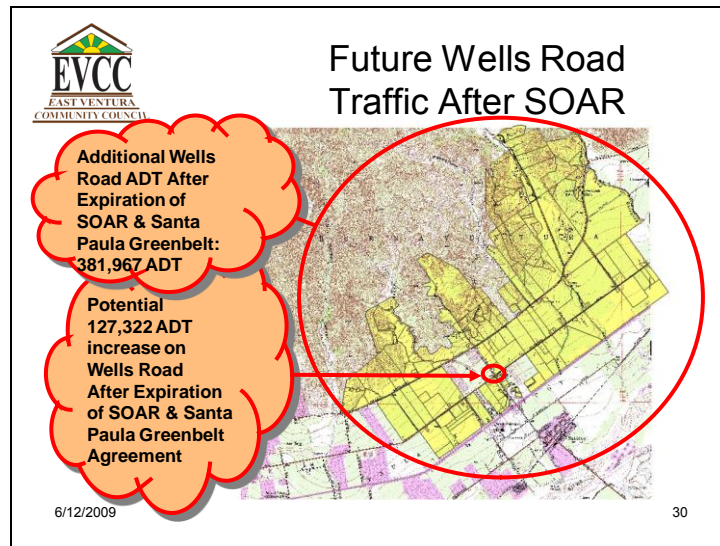


23.49

Additional Telegraph Road ADT After Expiration of SOAR

- A future potential ADT increase of 87,083 ADT is expected due to development of property west of Saticoy Avenue after expiration of SOAR.
- This estimate is based on an estimated developable area of 1,089 acres with a density of 8 dwelling units per acre and 10 ADT per dwelling Unit.
- The potential impact on the segment of Telegraph Road from Saticoy Avenue to Wells Road could be 27,027 ADT if it is assumed that the traffic direction is uniformly distributed in the westerly, southerly and easterly direction.

Slide 30



23.49

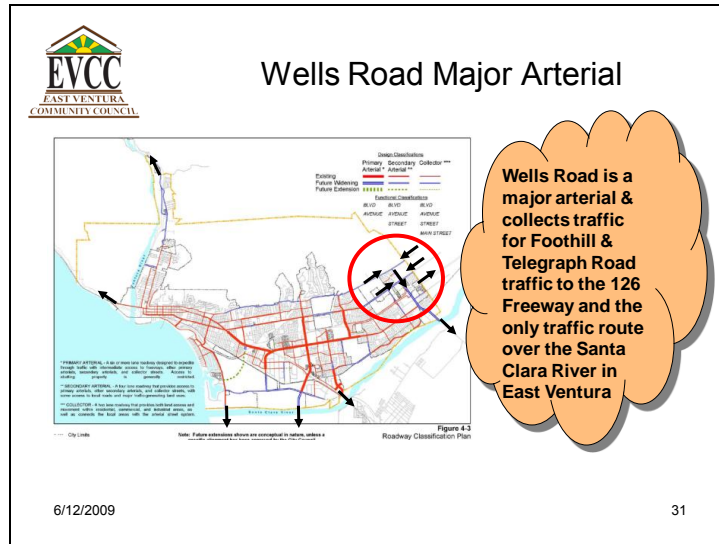
Additional Wells Road ADT After Expiration of SOAR & Santa Paula Greenbelt Agreement

- EIR does not address long term impact of changing Wells & Telegraph Road Roadway Classification from Secondary Arterial To Collector.
- A future potential ADT increase of 381,967 ADT is expected due to development of property north of the intersection of Wells Road and HWY 126 after expiration of SOAR & the Santa Paula Greenbelt Agreement.
- This estimate is based on an estimated developable area of 4,775 acres with a density of 8 dwelling units per acre and 10 ADT per dwelling Unit.
- The potential impact on the segment of Wells Road at HWY 126 could be 127,322 ADT if it is assumed that the traffic direction is uniformly distributed in the westerly, southerly and easterly direction.

- An ADT increase of 381,967 is expected on Wells Road after Expiration of SOAR & Santa Paula Greenbelt Agreement.
- This estimate is based on an estimated developable area of 4,775 acres with a density of 8 dwelling units per acre and 10 ADT per dwelling Unit.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 31



23.49

- Wells Road is a major arterial for Foothill & Telegraph Road traffic to the 126 Freeway and the only traffic route over the Santa Clara River in East Ventura.
- Wells and Telegraph Roads are emergency routes due to closures of 126 Freeway between Wells and Briggs Roads.
-

Ref: WSCP Transportation 2007 07 27

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 32



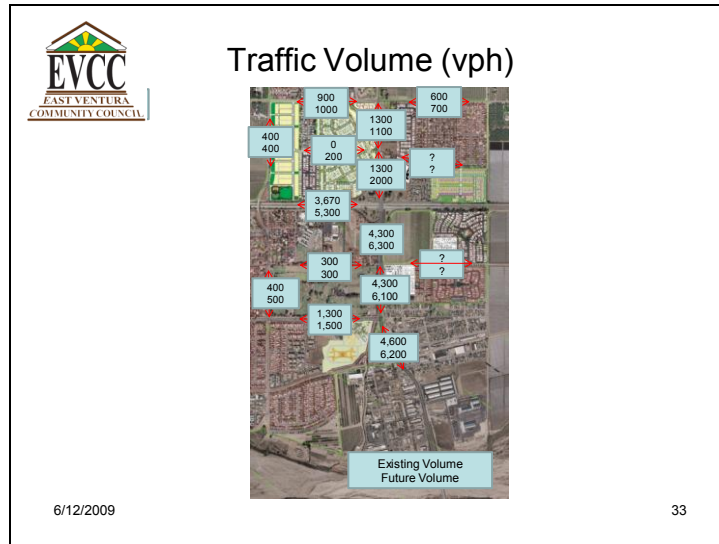
23.49

Increased Residential Street Traffic

- Attempts to bypass congested Telegraph and Wells Roads will result in increased traffic on neighborhood streets.
- Johnson Drive north of Bristol Road is a good example of issues created by narrowing roadways.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 33



23.49


Wells-Saticoy Community Plan EIR-2473 DEIR Traffic Volume Analysis:

- Unexplained anomalies in difference between existing and future traffic volumes include:
 - No change in traffic volume on Saticoy Ave between SR 126 and Telegraph Road.
 - No change in traffic volume on Darling Road between Saticoy Ave and Wells Road.
 - Increase in traffic volume on Saticoy Ave between Darling and Telephone with no changes in traffic volume on Saticoy Ave between SR 126 and Telegraph Road or on Darling Road between Saticoy Ave and Wells Road.
 - Decrease in traffic volume on Wells Road between A Street and Telegraph Road with the development of 682 dwelling units southwest of the intersection of Wells and Telegraph Roads and with the most direct route for residents of the northwest Wells Community to SR126 being Wells and Telegraph Roads.
 - No estimate in traffic volume or change in northeast Wells Community.
 - No estimate in traffic volume or change on Darling Road East of Wells Road.
 - No estimate in traffic volume or change due to extension of North Bank Drive.

- Projected Noise Levels exceed noise levels for Parks.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 34



Traffic Volume (vph)


Location	Total Traffic		Automobile		Medium Truck		Heavy Truck	
	Existing	Future	Existing	Future	Existing	Future	Existing	Future
Darling bw Saticoy & Wells	300	300	270	270	24	24	6	6
Saticoy bw Darling & Telephone	400	500	360	450	32	40	8	10
Saticoy bw Telegraph & SR 126	400	400	360	360	32	32	8	8
SR 126	3670	5300	3300	4770	296	424	74	106
Telegraph bw Saticoy & City Limit	600	700	540	630	48	56	12	14
Telegraph bw Saticoy & Wells	900	1000	810	900	72	80	18	20
Telephone bw Saticoy & Wells	1300	1500	1170	1350	104	120	26	30
Wells bw Darling & SR 126	4300	6300	3870	5670	344	504	86	126
Wells bw Telephone & Darling	4300	6100	3870	5490	344	488	86	122
Wells south of Telephone	4600	6200	4140	5580	368	496	92	124
Wells bw SR 126 & Telegraph	1300		1170		104		26	
Wells bw SR 126 & A	1300	2000	1170	1800	104	160	26	40
Wells bw A & Telegraph	1300	1100	1170	990	104	88	26	22
A St bw Saticoy & Wells		200		180		16		4

34

23.49

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 07
 Traffic

Slide 35



Residential Growth Underestimated

Sub-Area	Residential (DUs)	Non-Residential				Total (TSE)
		Retail (TSE)	Office (TSE)	Industrial (TSE)	Hotel (TSE)	
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	1,802
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

Residential Growth of 1138 DU Underestimated by 7%

Residential Growth of 1410 DU Underestimated by 22%

11,241

6/12/2009 35


23.49

Growth By Land Use Type – Scenario 2

Estimated residential growth has been exceeded due to intensification above densities estimated in 2005 General Plan.
 Traffic impact is being underestimated.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 07
 Traffic

Slide 36



ADT Generation Underestimated

Sub-Area	Growth (ADI)	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

ADT Generation Underestimated

ADT Underestimated

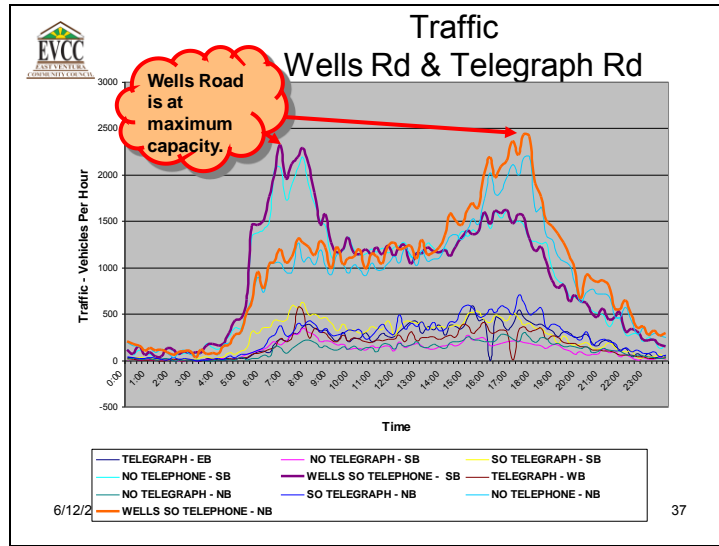
6/12/2009 36

23.49

Growth in ADT Generation – Scenario 2

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 07
 Traffic

Slide 37



23.49

Traffic southbound on Wells Road south of Telephone Road reaches a peak of 2,284 vehicles per hour at 7:45 AM.

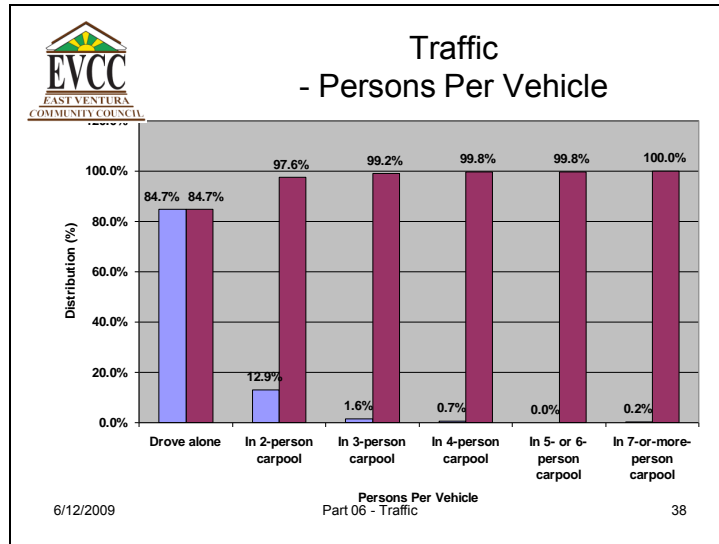
Traffic northbound on Wells Road south of Telephone Road reached a peak of 2,428 vehicles per hour at 5:30 PM.

The relative flatness of the traffic curve during peak traffic hours indicates maximum traffic capacity has been reached.

Ref: WSCP Wells Road Traffic 2007 02 23

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 07
 Traffic

Slide 38



23.49

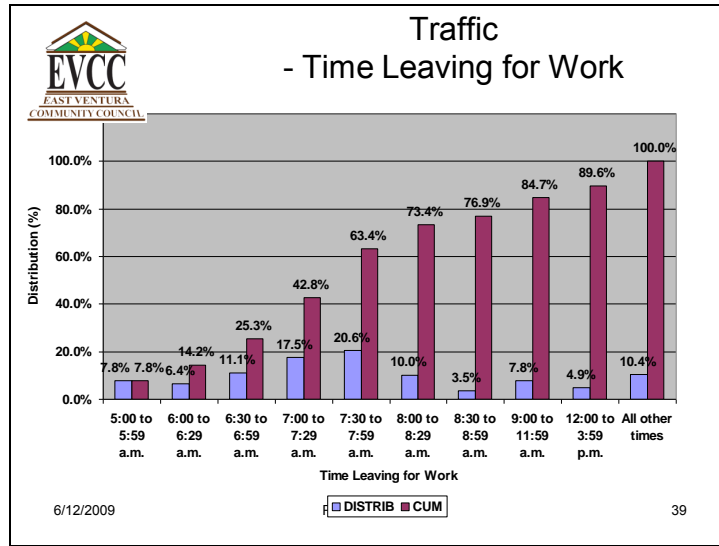
The 2000 US Census for Tracts 12.01, 13.01 & 13.02 reports **84.7%** of the persons employed drive to work alone.

The resulting increase of an additional 6,130 employees residing in the City of San Buenaventura will add more than **5,192** drivers and vehicles to the already congested roads and highways.

Source: 2000 US Census Tracts 12.01, 13.01 & 13.02

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 07
 Traffic

Slide 39



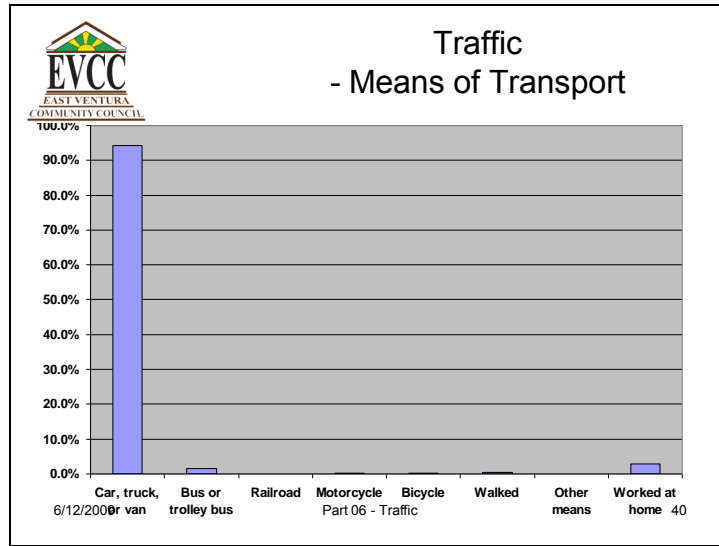
23.49

Over **63%** of those employees will leave for work before 8:00 AM.

Source: 2000 US Census Tracts 12.01, 13.01 & 13.02

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 40

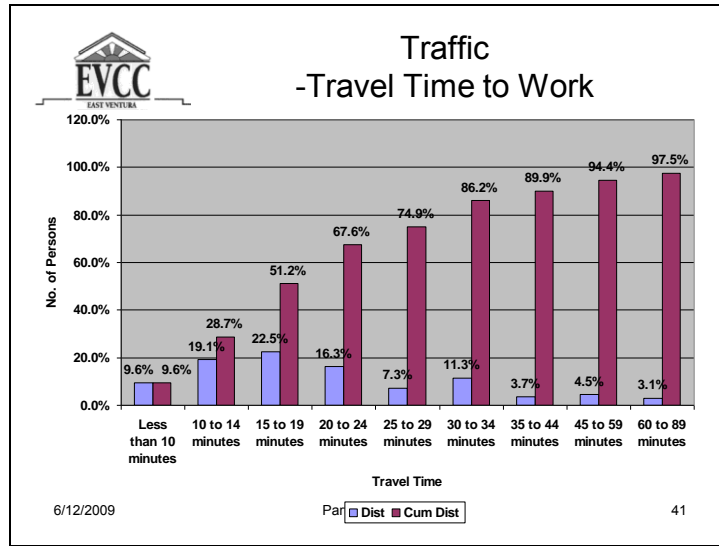


23.49

Over **94%** of those employees will travel to work by car, truck or van.
Source: 2000 US Census Tracts 12.01, 13.01 & 13.02

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 07
 Traffic

Slide 41



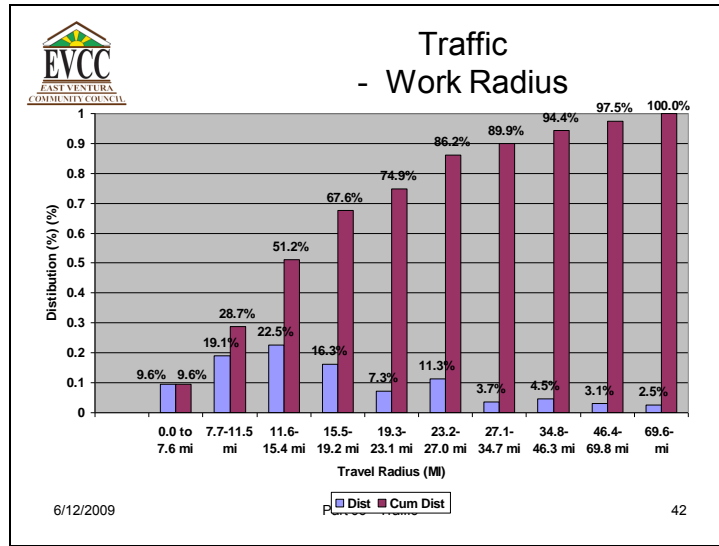
23.49

Over **90%** of those employed travel over 10 minutes to work.

Ref: US 2000 Census Journey to Work P23 1201 1301 1302 2007 09 27

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 42



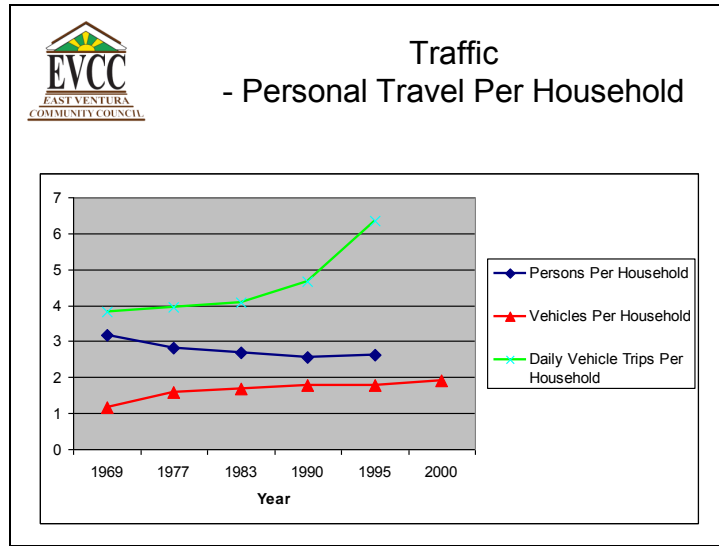
23.49

It is estimated that over 90% of the employees are commuters who travel over 7.6 miles to work based on an average congested freeway speed of 46.43 miles per hour and obviously live and work in the same location.

Ref: US 2000 Census Journey to Work P23 1201 1301 1302 2007 09 27

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 43



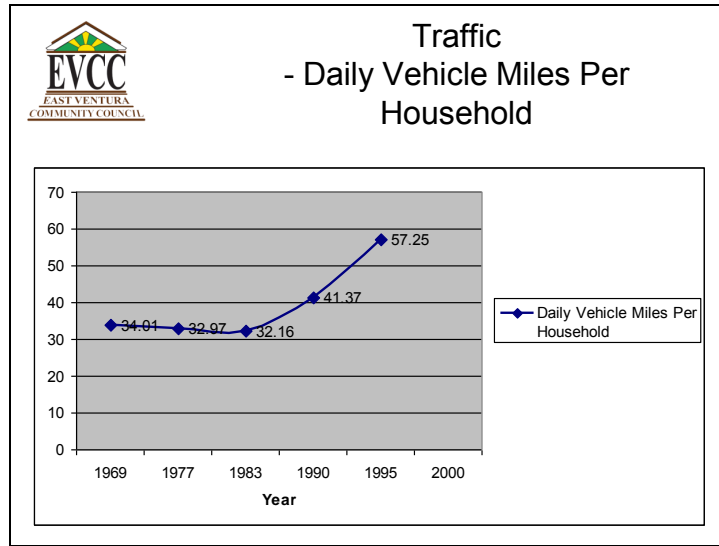
23.49

The number of daily vehicle trips per household increased from a little less than 4 to over 6 between 1969 and 1995.

Source: Census 2000 Demographic Profile for ZIP Code Area 93004.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 07
Traffic

Slide 44



23.49

The number of daily vehicle miles per household increased from 34.01 in 1969 to 57.25 in 1995.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

SUMMARY

The Environmental Impact Report (EIR) for the proposed Parklands residential development fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the Wells-Saticoy Community Plan on public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

23.50

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development nor determine the cumulative environmental impact of the proposed residential development on the subject area of concern.

Description of the visual impact of the soundwall on views of the hills and mountains contained in the EIR is incomplete.

Description of the visual impact from high buildings and soundwalls of the developments contained in the proposed Wells-Saticoy Community Plan on views from Wells Road, Los Angeles Avenue, Telephone Road, Darling Road, Saticoy Avenue, Blackburn Road, Citrus Drive and Telegraph Road are incomplete.

23.51

The EIR does not address the cumulative effect of freeway soundwalls from Franklin Barranca to Saticoy Avenue on the viewshed.

The visual impact of the proposed residential developments on views looking east either from Wells Road or along Telegraph or Darling Roads are not adequately described.

The above statements are substantiated by information contained in the attached slides.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 1

Neighbors Together

Wells-Saticoy Community Plan
EIR-2473 Environmental Impact
Report Review Comments
Viewshed Issues & View Corridors




Daniel Cormode
East Ventura Community Council
04 June 2009

Working Towards The Future

Viewshed Issues & View Corridors 1


Slide 2

Neighbors Together



Views
Building Height

a. Primary buildings: 3.5 stories; 60 feet max. Ground floor finished floor to ceiling height may not exceed 18 feet; upper floors may not exceed 12 feet, except vaulted ceilings which may reach two interior stories.



Viewshed Issues & View Corridors 2

23.51

Building Height

- Parklands Specific Plan, Page 24P:8
- Building heights of 60' are incompatible with neighborhood and view corridors specified in the 2005 General Plan.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 3



The proposed development of 60' high buildings will adversely impact the Wells Road and Telegraph Road View Corridors as demonstrated by the 50' power poles along Wells Road.

Slide 4



Wells & Telegraph Looking Southwest

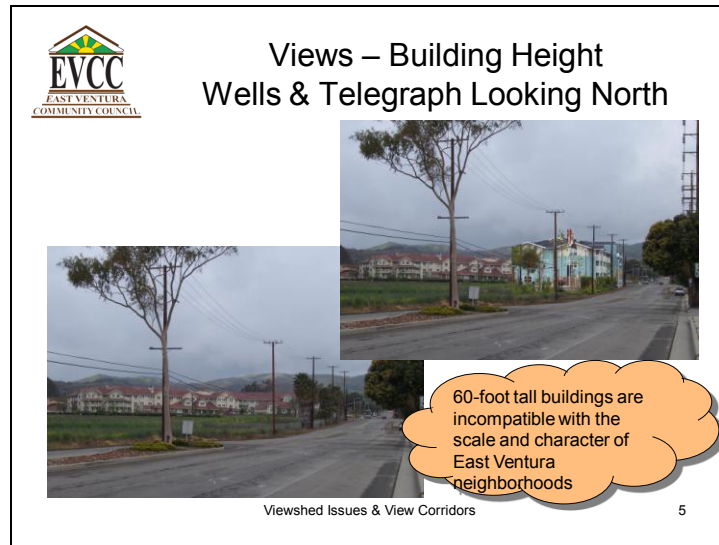
- Chapel Lane Senior Housing scaled to the height of a 50 foot building and placed at the corner of Wells & Telegraph.
- The 50' power poles demonstrate the impact of 50' high buildings along Wells Road.

23.51

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 5

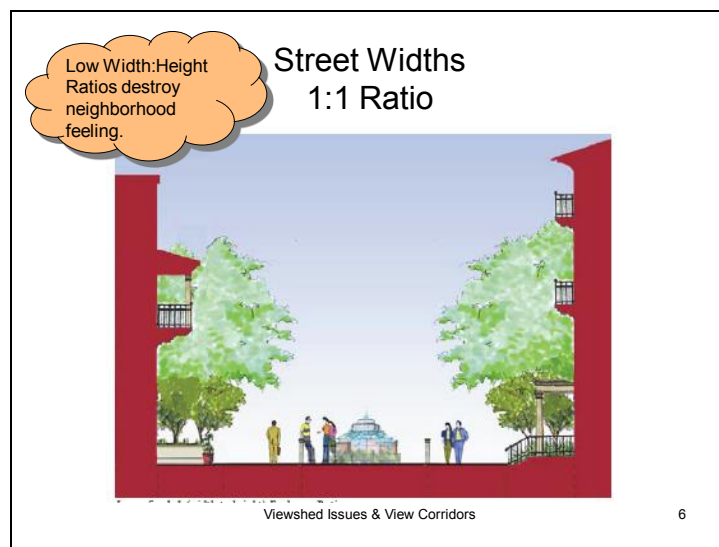


Wells & Carlos Buenaventura Retirement

- 50-foot tall buildings are incompatible with the scale and character of East Ventura neighborhoods
- Chapel Lane Senior Housing scaled to the height of a 50 foot building and placed at the corner of Wells & Telegraph.
- The 50' power poles demonstrate the adverse impact of tall buildings along Wells Road on the viewshed.

23.51

Slide 6

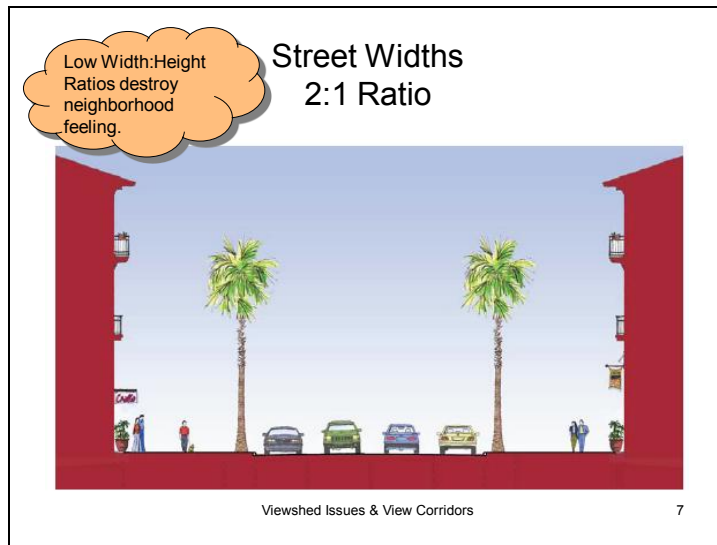


Street Widths 1:1 Ratio

- Low Width:Height Ratios destroy neighborhood feeling.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 7

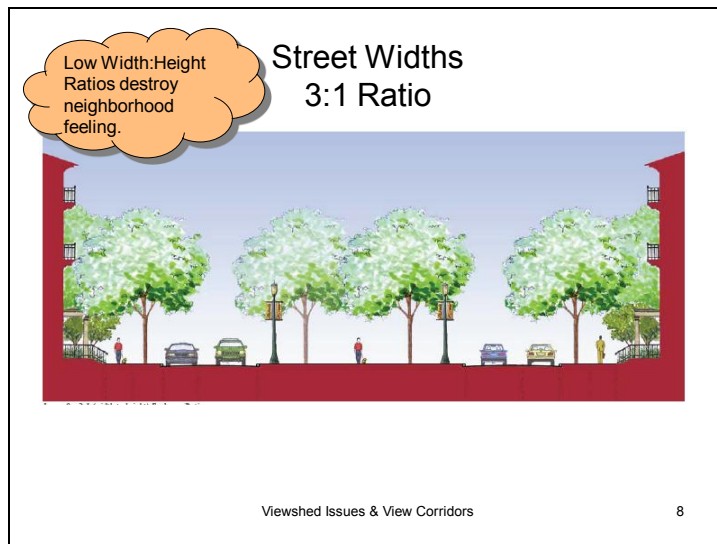


Street Widths 2:1 Ratio

- Low Width:Height Ratios destroy neighborhood feeling

23.51

Slide 8

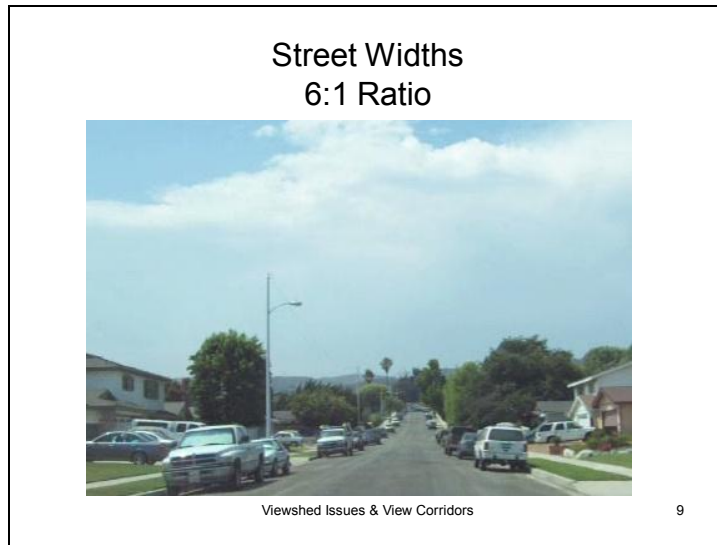


Street Widths 3:1 Ratio

- Low Width:Height Ratios destroy neighborhood feeling

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 9



Street Widths 6:1 Ratio

- Higher Width:Height Ratios provide an open neighborhood feeling.

Slide 10

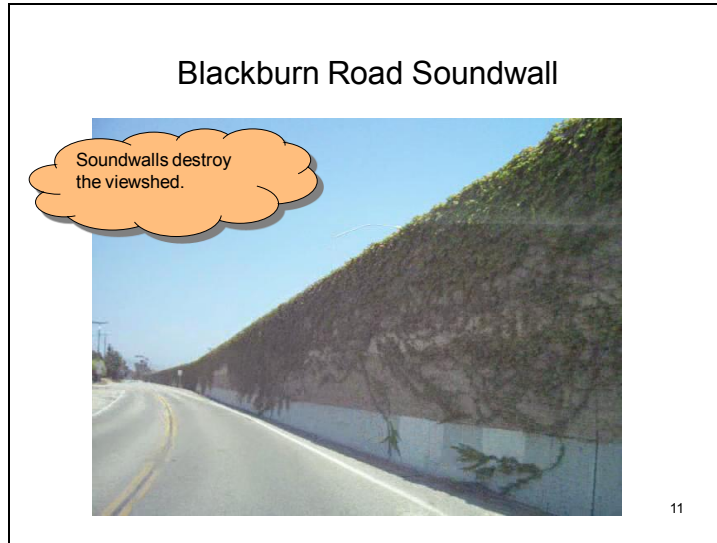


The DMND Does not address the cumulative effect of freeway soundwalls from Franklin Barranca to Saticoy Avenue on the viewshed.

23.51

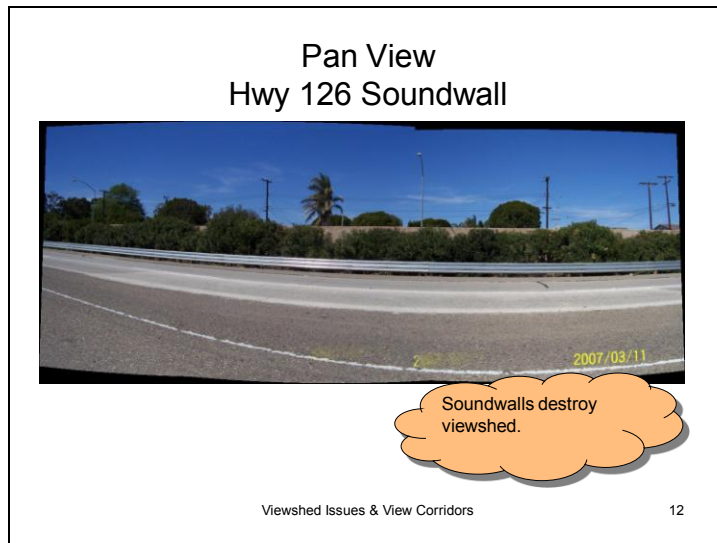
Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 11



Blackburn Road Soundwall:
•Soundwalls destroy the viewshed.

Slide 12

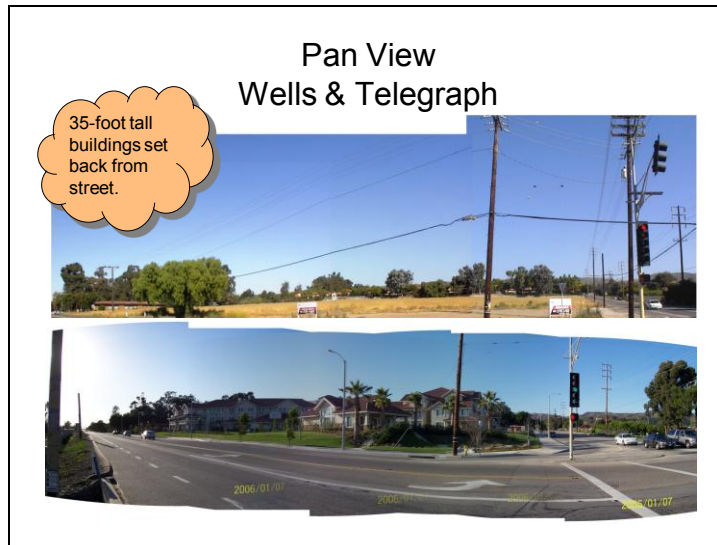


Pan View - Hwy 126 Soundwall:
•Soundwalls destroy the viewshed.

23.51

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 13

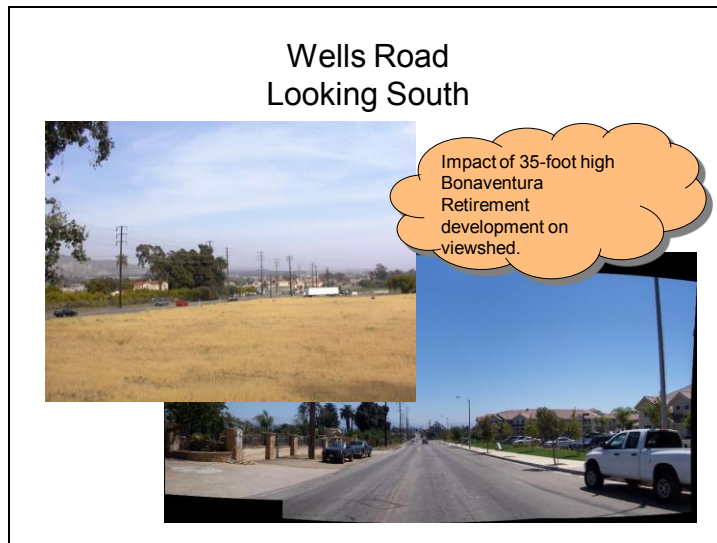


Pan View - Wells & Telegraph:

- Tall buildings set back from street corners soften the massiveness of the structure.

23.51

Slide 14

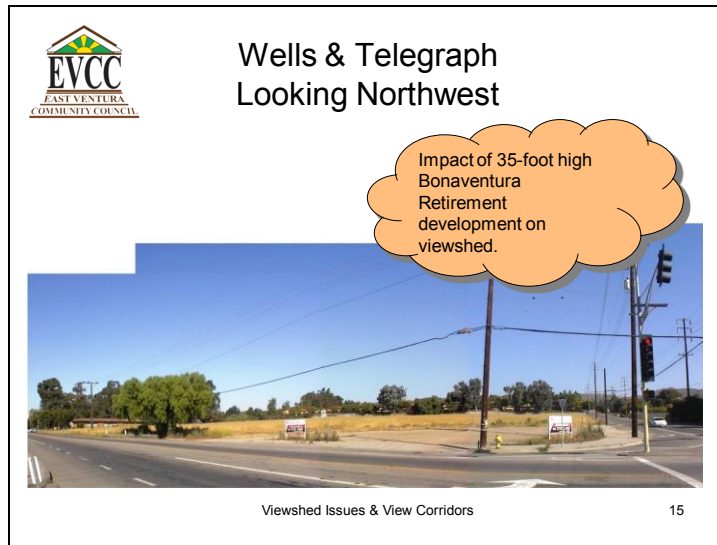


Wells Road - Looking South

- Impact of 35-foot high Bonaventura Retirement development on viewshed.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 15



Wells & Telegraph Looking Northwest
•Before

Slide 16



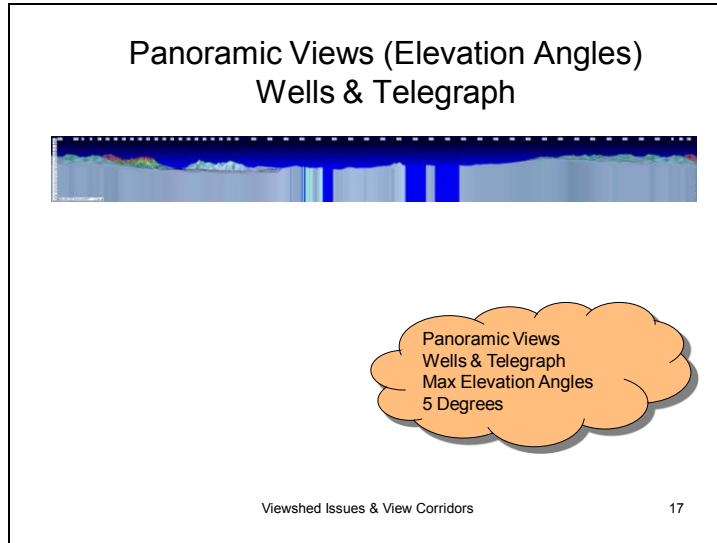
Telegraph & Wells 2006 01 07 BV Retirement

- Impact of 35-foot high Bonaventura Retirement development on viewshed.
- Maximum height is 35 feet and set back from street.

23.51

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 17

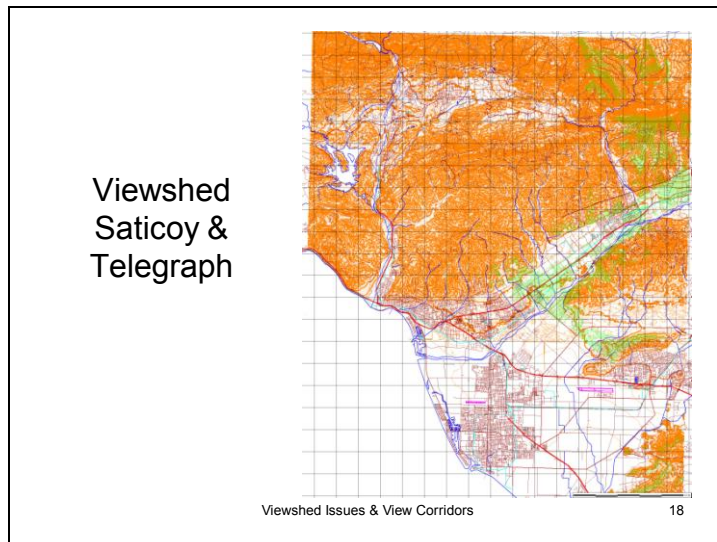


Panoramic Views (Elevation Angles) - Wells & Telegraph

- A 50-foot tall building subtends an arc of 5 degrees at a distance of 572 feet.

23.51

Slide 18



Viewshed - Saticoy & Telegraph:

- The impact of development on the eastern viewshed from the Wells-Saticoy Community is not adequately addressed.

Slide 19



Pan View - Bella Vista:

- Example of three story buildings on the viewshed.

Slide 20



Pan View - Bella Vista:

- Example of three story buildings on the viewshed.

23.51

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 21

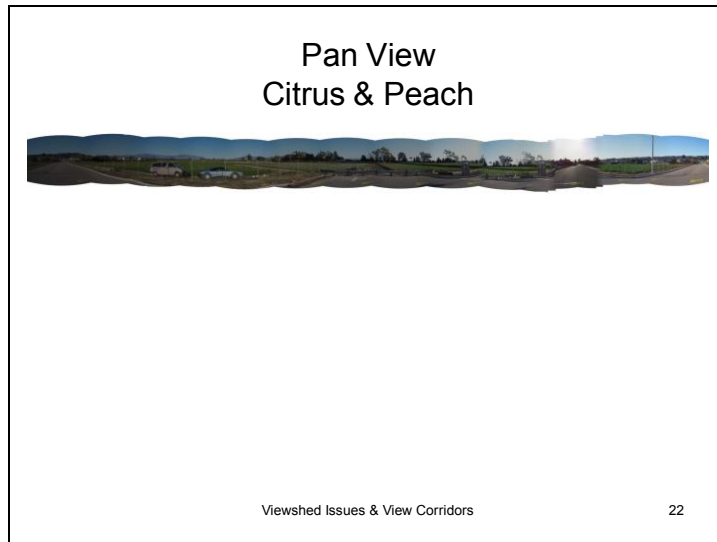


Pan View - Bella Vista:

- Example of three story buildings with an alley on the viewshed

23.51

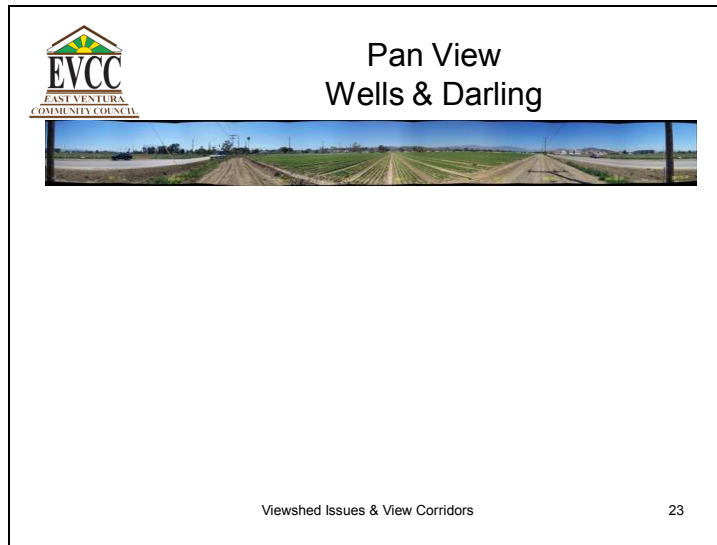
Slide 22



Pan View - Citrus & Peach

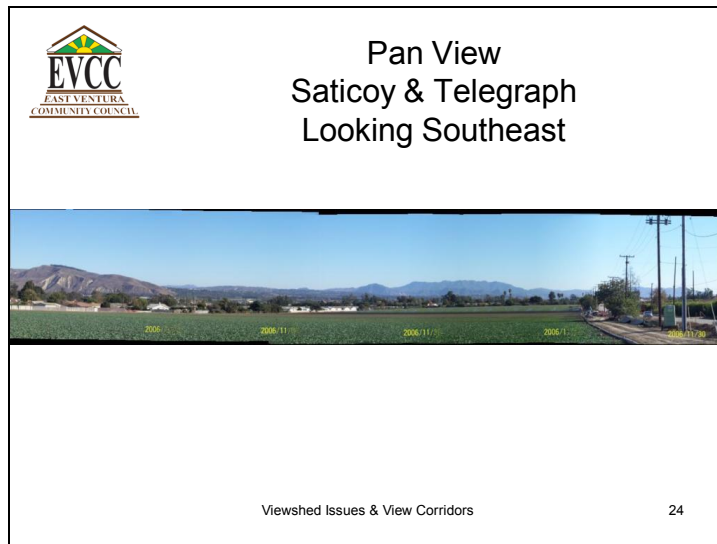
Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 23



Wells & Darling Pan 2007 03 30

Slide 24

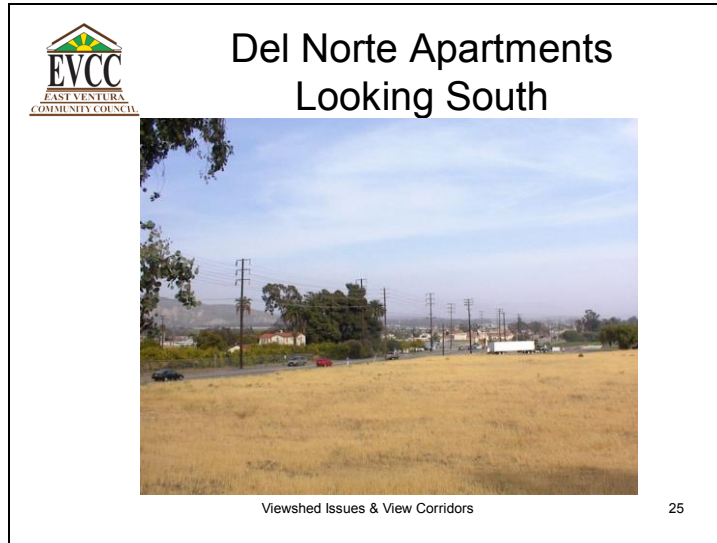


Pan View - Saticoy & Telegraph Looking Southeast

23.51

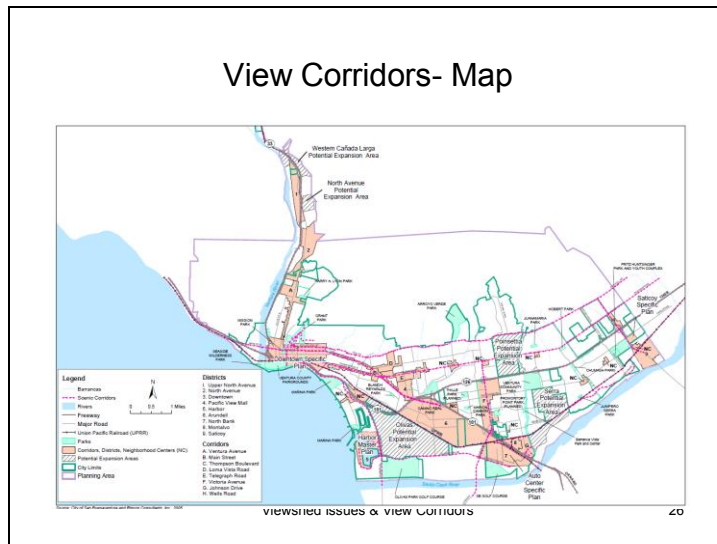
Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 25



Del Norte Apartments Looking South prior to development of Bonaventure Retirement

Slide 26



2005 General Plan View Corridors- Map

23.51

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 27

View Corridors - List

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 126
- Telegraph Road east of Victoria Avenue
- Wells Road

Viewshed Issues & View Corridors 27

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 126
- Telegraph Road east of Victoria Avenue
- Wells Road

FEIR 4.1-2

Slide 28

**View Corridors
State Route 33**

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.

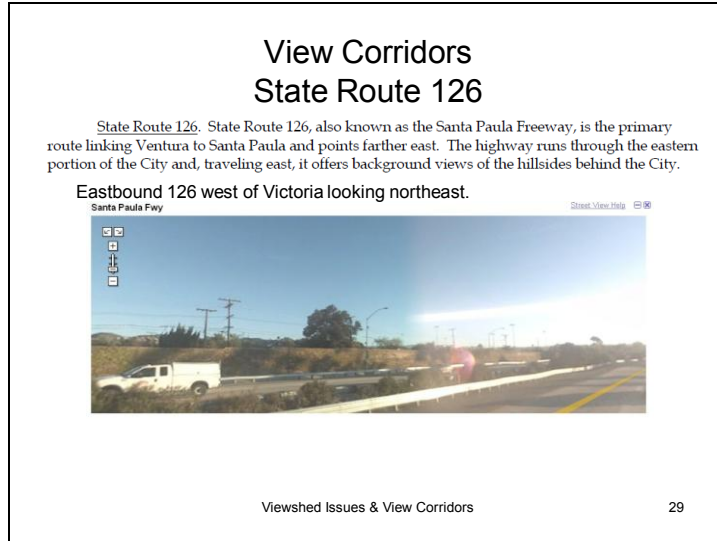


Viewshed Issues & View Corridors 28

23.51

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 29



Eastbound 126 west of Victoria looking northeast.

23.51

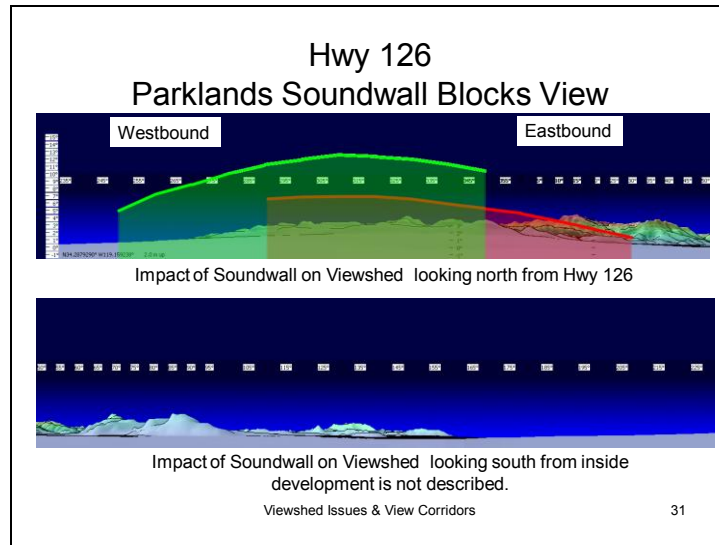
Slide 30



State Route 126 eastbound west of Kimball Road looking northeast.
State Route 126 eastbound west of Saticoy Ave looking northeast.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

Slide 31



Parklands Soundwall Blocks View of foothills and mountains to the east and north.

Slide 32



23.51

Telegraph & Nevada Pan

- Tall buildings with narrow setback impact viewshed from street.
- Soundwalls impact southern views of mountains from inside neighborhoods north of the 126 Fwy and northern view of the mountains from inside neighborhoods south of the 126 Fwy.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 08
Viewshed Protection

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

23.52

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development or cumulative effect of residential developments on the subject area of concern.

The impact of the world wide financial meltdown on City created a potential General Fund shortfall of over \$6 million for FY 2008-2009 and over \$11 million for FY 2009-2010.

The EIR does not address the adverse impact of the elimination of 10.75 fire department positions on the ability to meet both the current and increased public demands and expectations for fire department services resulting from both residential and non-residential development.

Design Guidelines Typical 30 foot Wide Neighborhood Yield Street allows a maximum of 14.0 feet when parking is allowed on both sides of the street which is in violation of the 2007 California Fire Code Minimum Street Width Street clearance of 20 feet when parking is allowed on both sides of the street.

A minimum street width of 36 feet is required in order to comply with the 2007 California Fire Code Minimum Street Width Street clearance of 20 feet when parking is allowed on both sides of the street.

Interference from opposing traffic which may prevent or delay Fire Apparatus from reaching destination is not addressed in the EIR.

The inability of emergency vehicles to pass each other thereby creating operational problems for medical emergencies is not addressed.

23.53

Curved streets having no line of sight between intersections and preventing emergency apparatus from observing oncoming vehicles is not addressed.

Increase in emergency response time is not addressed in the EIR.

Proposed modifications to resolve practical difficulties in the California Fire Code have not been justified.

Hazards to emergency personnel created by Parkway Swale Hazards are not addressed.

Additional response time created by implementing staging areas decreases chance of survival in of full cardiac arrest incidents.

Project design elements which are not conducive to fire and rescue activities have not been addressed in the EIR.

Mitigation measures are not proposed for 95% of the fire department incidents in the EIR.


The above statements are substantiated by information contained in the attached slides.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 09A
Public Service – Fire Department

Slide 1

Neighbors Together

Wells-Saticoy Community Plan
EIR-2473 Environmental Impact
Report Review Comments
Part 10A
Public Safety – Fire Department


**EVCC**
EAST VENTURA
COMMUNITY COUNCIL

Daniel Cormode
East Ventura Community Council
Planning & Development Committee
05 June 2009

Working Towards The Future

Part 10A- Public Safety - Fire Department 1

Slide 2

**Neighbors Together**

Public Safety – Fire Department

- Impact of Worldwide Financial Meltdown
- Non-Compliance with Street Width Guidelines
- New Urbanism & Emergency Response Time
- Changes to incident rate.
- Cumulative Response Time
- Comprehensive Plan Update Background Report
- Concerns
- Issues
- Incident Rate

Part 10A- Public Safety - Fire Department 2


23.53

The Wells-Saticoy Community Plan EIR-2473 Environmental Impact Report fail to discuss the following issues relating to Public Safety – Fire Department:

- Non-Compliance with Street Width Guidelines
- Impact of increased traffic congestion, decreased traffic speed and narrow streets on emergency response time.
- Changes to incident rate.
- Cumulative Response Time
- Comprehensive Plan Update Background Report
- Concerns
- Issues
- Incident Rate

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 09A
Public Service – Fire Department

Slide 3



Impact of Worldwide Financial Meltdown

- The Wells-Saticoy Community Plan EIR-2473 Environmental Impact Review does not include the subsequent impact of City program, personnel and budget reductions on policies and planned actions referenced in the 2005 General Plan which were made in response to the world wide financial meltdown .
 - The impact of the world wide financial meltdown on City created a potential General Fund shortfall of over \$6 million for FY 2008-2009 and over \$11 million for FY 2009-2010.
 - Based on the current projections, the proposed expenditure level for the General Fund operating budget is \$85.5 million for FY 2009-10 and \$86.4 million for FY 2010-11, as compared to an adopted spending level of \$94.1 million for FY 2008-09.
 - The proposed expenditure level for all funds is \$251 million for FY 2009-10 and \$213 million for FY 2010-11, as compared to an adopted spending level of \$292 million for FY 2008-09.
 - Revenue reductions of the magnitude the City is facing did not allow the simple trimming of expenses, but required a fundamental redesign of government.
 - Highest priority in that plan went to public safety, followed by efforts to restore prosperity by focusing on economic development. Core City services were emphasized, while restructuring or reducing lower-priority programs, services, and expenses.
 - In 2009, the City Manager is requesting City Council authorization to implement General Fund budget reductions to save \$3.6 million by the end of this fiscal year; including elimination of up to 33 authorized positions; extend the City's severance benefit to eligible employees to encourage early retirements; as well as complete labor negotiations to secure cost reductions of at least 5% of payroll costs.

6/13/2009 Part 22 - Economic Impact 3

Impact of Worldwide Financial Meltdown

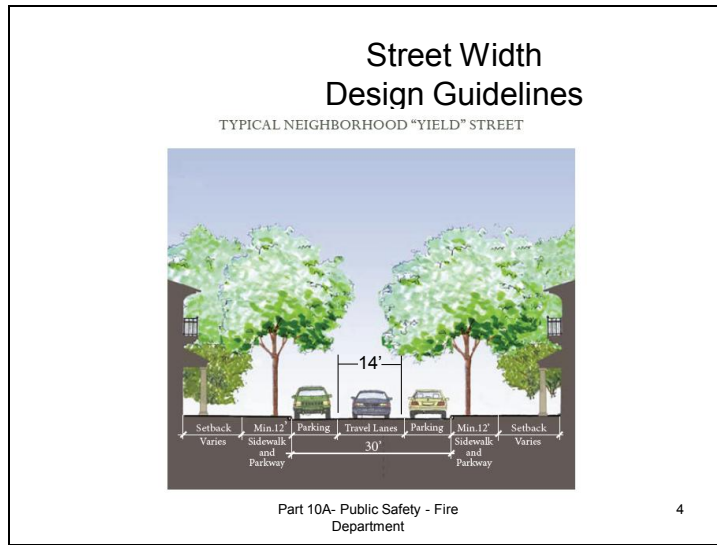
The Wells-Saticoy Community Plan EIR-2473 Environmental Impact Review does not include the subsequent impact of City program, personnel and budget reductions on policies and planned actions referenced in the 2005 General Plan which were made in response to the world wide financial meltdown .

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- The EIR does not address the adverse impact of the elimination of 10.75 fire department positions on the ability to meet both the current and increased public demands and expectations for fire department services resulting from both residential and non-residential development.
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23.53

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 09A
 Public Service – Fire Department

Slide 4



23.53

Design Guidelines Typical 30 ' Wide Neighborhood Yield Street

- Maximum Distance From Curb 1.5 feet
- Width from Curb Side Wheel to Street Side of Automobile 6.5 feet
- Clearance Between Parked Automobiles 16.0 feet
- Width from Curb Side Wheel to Street Side of Automobile 6.5 feet
- Maximum Distance From Curb 1.5 feet
- -----
- 30.0 feet

Slide 5



2007 California Fire Code Minimum Street Width Street

	Maximum Distance From Curb	1.5 feet
•	Width from Curb Side Wheel to Street Side of Automobile	6.5 feet
•	Clearance Between Parked Automobiles	20.0 feet
•	Width from Curb Side Wheel to Street Side of Automobile	6.5 feet
•	Maximum Distance From Curb	1.5 feet
•		-----
•		36.0 feet

23.53

•MINIMUM WIDTH FOR FIRE APPARATUS ACCESS ROADS. 503.2.1 **Dimensions.** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).[1]

•STANDARD PASSENGER CAR DIMENSIONS.

- The standard width for a Passenger Car is 7 feet.[2]
- The standard width between the wheels of a Passenger Car is 6 feet.[2]

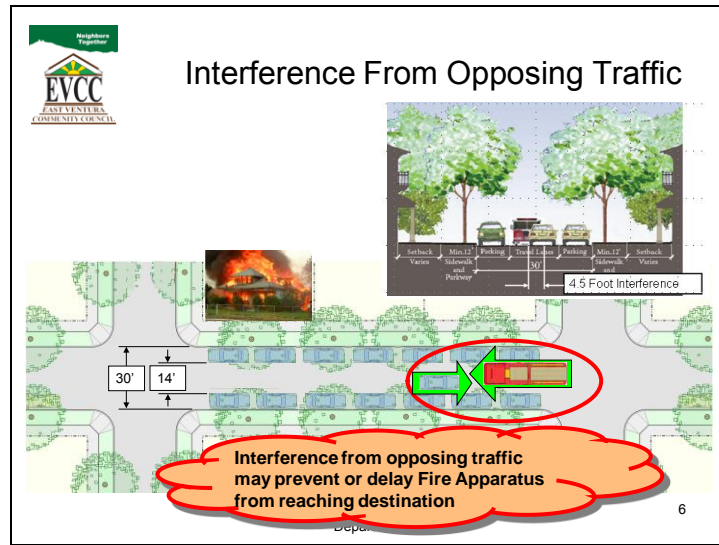
•CALIFORNIA VEHICLE CODE – PARKING. 22502. (a) Except as otherwise provided in this chapter every vehicle stopped or parked upon a roadway where there are adjacent curbs shall be stopped or parked with the right-hand wheels of such vehicle parallel with and within 18 inches of the right-hand curb, except that motorcycles shall be parked with at least one wheel or fender touching the right-hand curb. Where no curbs or barriers bound any roadway, right-hand parallel parking is required unless otherwise indicated.[3]

[1] 2007 California Fire Code, Chapter 5 FIRE SERVICE FEATURES

[2] AASHTO Design Vehicle Dimensions.

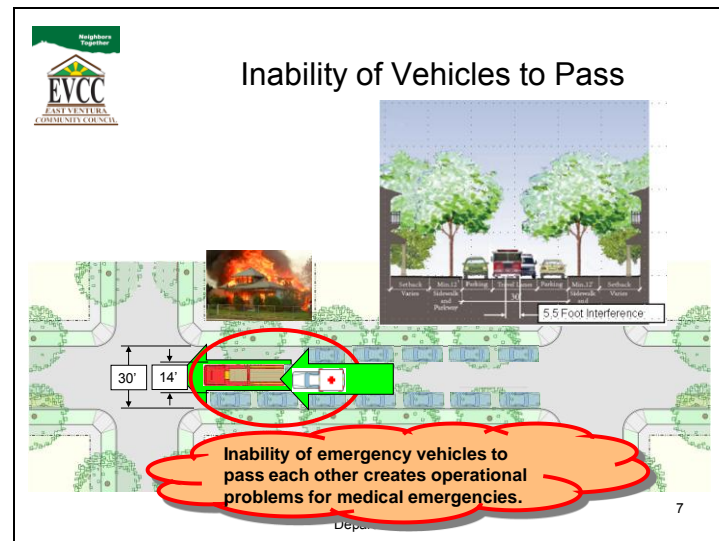
[3] 2008 California Vehicle Code

Slide 6



Interference from opposing traffic may prevent or delay Fire Apparatus from reaching destination.

Slide 7

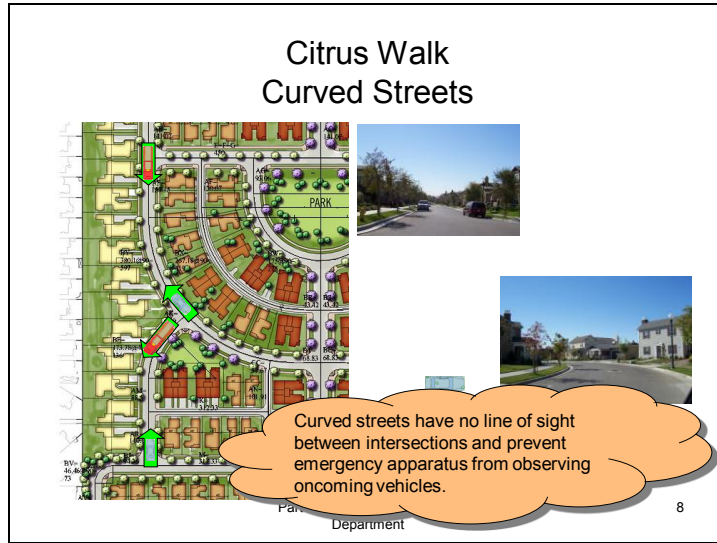


Inability of emergency service vehicle and transport vehicles to pass each other creates operational problems especially if the emergency service vehicle arrives at the scene prior to the emergency transport vehicle and then the emergency service vehicle is required to transport the patient prior to departure of the emergency service vehicle.

23.53

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 09A
Public Service – Fire Department

Slide 8

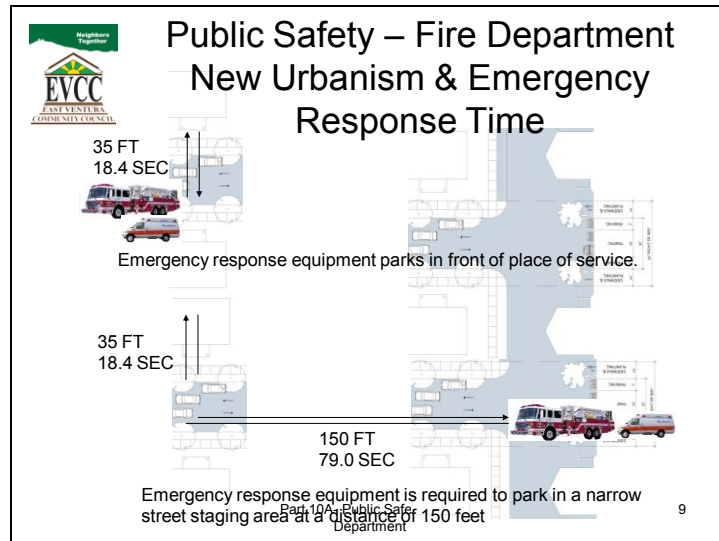


23.53

Curved streets have no line of sight between intersections and prevent emergency apparatus from observing oncoming vehicles.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 09A
Public Service – Fire Department

Slide 9



23.53

104.8 Modifications. Whenever there are practical difficulties involved in carrying out the provisions of this code, the fire code official shall have the authority to grant modifications for individual cases, provided the fire code official shall first find that special individual reason makes the strict letter of this code impractical and the modification is in compliance with the intent and purpose of this code and that such modification does not lessen, health, life and fire safety requirements. The detail of Action granting modifications shall be recorded and entered in the files of the department of fire protection.

Total elapsed time for an emergency response increases by 79.0 seconds when emergency response equipment is required to park in a narrow street staging area at a distance of 150 feet when walking at a normal speed of 3.8 feet per second.

While sprinklered buildings may retard the progression of a fire, there are 14 times more calls for medical emergencies than fires

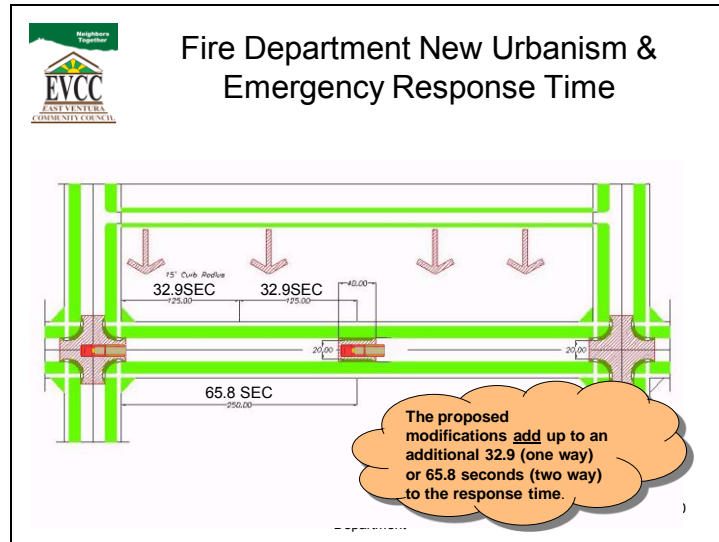
The EIR does not identify any practical difficulties involved in carrying out the provisions of the fire code.

The EIR does not identify any special individual reason makes the strict letter of this code impractical.

The EIR does not demonstrate that the modification mitigates any adverse health, life and fire safety requirements.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 09A
Public Service – Fire Department

Slide 10



23.53

The EIR does not disclose the total elapsed time for an emergency response increases by 79.0 seconds when emergency response equipment is required to park in a narrow street staging area at a distance of 150 feet when walking at a normal speed of 3.8 feet per second.

The EIR does not disclose the modification creates an adverse impact on health, life and fire safety requirements.

The EIR does not identify any practical difficulties involved in carrying out the provisions of the fire code.

The EIR does not identify any special individual reason makes the strict letter of this code impractical.

The EIR does not demonstrate that the modification mitigates any adverse health, life and fire safety requirements.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 09A
 Public Service – Fire Department

Slide 11

Fire Department New Urbanism & Emergency Response Time

104.8 Modifications. Whenever there are practical difficulties involved in carrying out the provisions of this code, the fire code official shall have the authority to grant modifications for individual cases, provided the fire code official shall first find that special individual reason makes the strict letter of this code impractical and the modification is in compliance with the intent and purpose of this code and that such modification does not lessen health, life and fire safety requirements. The detail of Action granting modifications shall be recorded and entered in the files of the department of fire protection.

15' Curb Radius

725.00 32.9 SEC

725.00 32.9 SEC

40.00

20.00

What strict letter of this code is impractical?

Where is the fire code official's finding?

This modification lessens health, life & fire safety requirements.

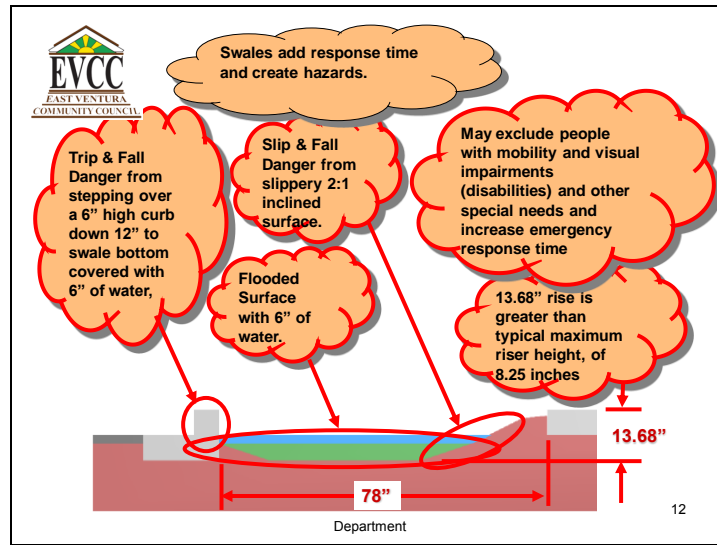
Increasing response time is counter to the required 9-1-1 Fee to improve response time.

The proposed modifications add up to an additional 32.9 (one way) or 65.8 seconds (two way) to the response time.

23.53

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 09A
 Public Service – Fire Department

Slide 12



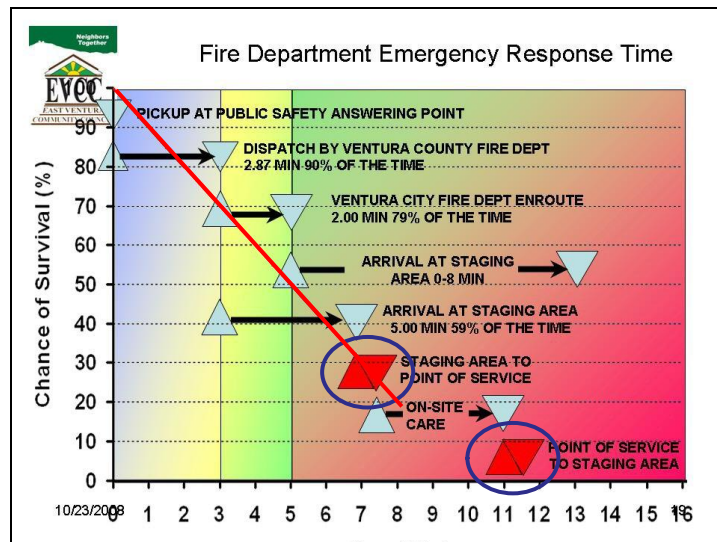
Parkway Swale Hazards:

The EIR does not disclose swales increase both the total elapsed time for an emergency response and hazards to transport mishaps by creating slip and fall dangers.

The EIR does not disclose swales may exclude people with mobility and visual impairments (disabilities) and other special needs.

23.53

Slide 14



Additional response time created by implementing staging areas decreases chance of survival in of full cardiac arrest incidents.

Slide 15

**Comprehensive Plan Update
Background Report - Concerns**

- VCFD staff has identified the following project design elements which are not conducive to fire and rescue activities that they would like to see addressed in the Comprehensive Plan Update:
 - Narrow streets;
 - Single and/or long, dead-end access/egress points for developments;
 - Streets with high percentage grades (e.g. Skyline Drive).

**NARROW & CURVED STREETS
DECREASE SPEED AND ADVERSELY
IMPACT RESPONSE TIME**

Part 10A
Department 15

23.53


The EIR does not identify Fire Department Issues contained in the Comprehensive Plan Update Background Report. The Ventura City Fire Department identified the following project design elements which are not conducive to fire and rescue activities that they would like to see addressed in the Comprehensive Plan Update:

- Narrow streets;
- Single and/or long, dead-end access/egress points for developments;
Streets with high percentage grades (e.g. Skyline Drive).

Instead of addressing those issues, especially narrow streets, the recently adopted General Plan Design Guidelines included narrow 30 foot wide streets which will have a negative impacting on reducing response time.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 09A
Public Service – Fire Department

Slide 16



Comprehensive Plan Update Background Report - Issues

Table VIII-4. Fire Department Response Times, 2002

City	Response Time
Ventura	4 minutes, 51 seconds
Santa Barbara	4 minutes, 8 seconds
Oxnard	4 minutes, 38 seconds

Source: Ventura City Fire Department, Santa Barbara City Fire Department, and Oxnard City Fire Department


With exception of a few cases, the Comprehensive Plan Update Background Report did not report any issues pertaining to response time.

Part 10A- Public Service Department 16

With exception of a few cases, the Comprehensive Plan Update Background Report did not report any issues pertaining to response time.

23.53

Slide 17



Comprehensive Plan Update Background Report

Table VIII-3. Fire Department Service Ratios, 2001

Agency	Firefighters per 1,000 residents
Ventura City Fire	0.7
Santa Barbara City Fire	1.2
Oxnard City Fire	0.5

Sources: Cities of Ventura, Santa Barbara, and Oxnard Fire Departments

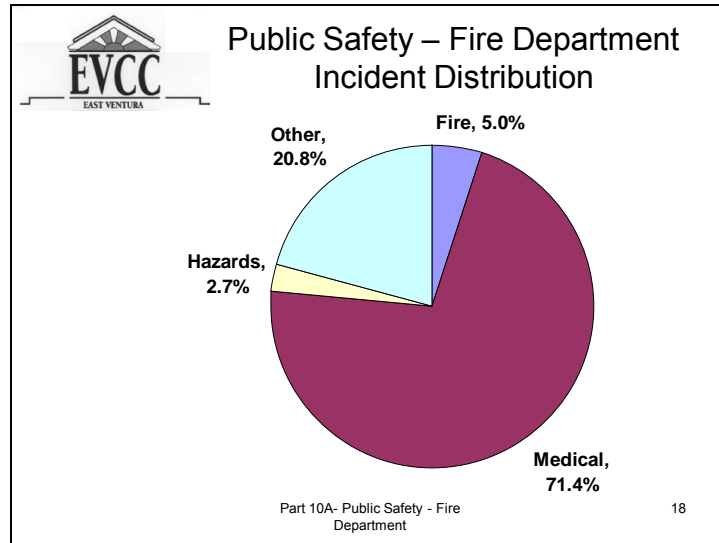
The Comprehensive Plan Update Background Report did not report any issues pertaining to current staffing ratios.

17

The Comprehensive Plan Update Background Report did not report any issues pertaining to current staffing ratios.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 09A
 Public Service – Fire Department

Slide 18

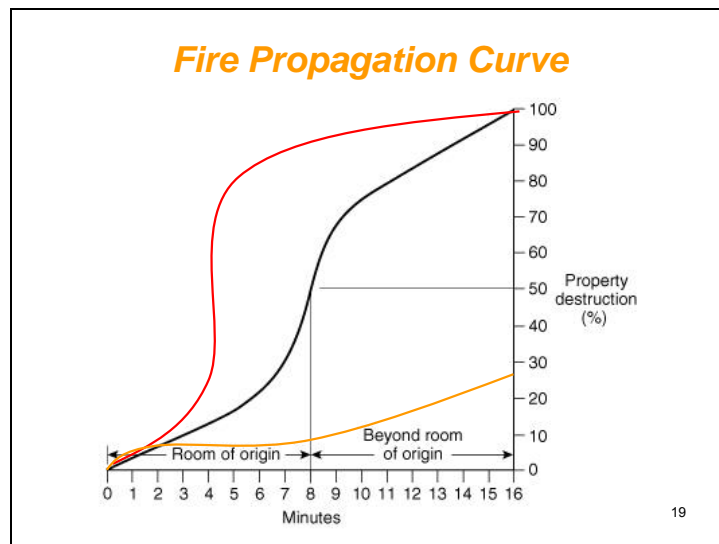


Distribution of Incidents:

Medical	71.4%
Fire	5.0%
Hazards	2.7%
Other	20.8%

23.53

Slide 19

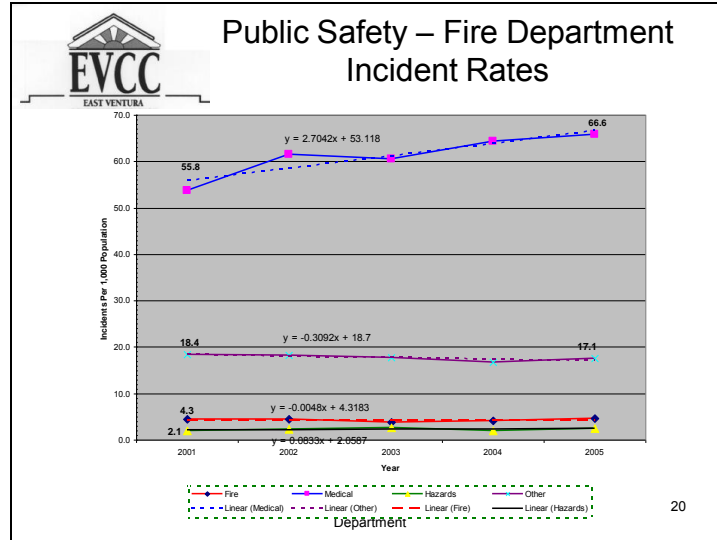


Responses to medical emergencies constitute 71.4% of the fire department incidents which may be adversely impacted by additional response time created by narrow streets, for which no mitigation measures are proposed.

Public Service – Fire Department

Additional fire sprinklers may delay the propagation of a fire and mitigate any additional response time created by narrow streets and staging areas in response to fires, there are no mitigation measures proposed the remaining 95% of the fire department incidents.

Slide 20



23.53

Medical Incidents are increasing at a rate of 2.704 incidents per 1,000 population per year.
 Hazardous Material Incidents are increasing at a rate of 0.003 incidents per 1,000 population per year.
 Other Incidents are decreasing at a rate of -0.309 per 1,000 population per year.
 Fire Incidents are decreasing at a rate of -0.004 incidents per 1,000 population per year.

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 09B

Public Safety – Police Department

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

23.54

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development or cumulative effect of residential developments on the subject area of concern.

The Wells-Saticoy Community Plan EIR-2473 Environmental Impact Review does not include the subsequent impact of City program, personnel and budget reductions on policies and planned actions referenced in the 2005 General Plan which were made in response to the world wide financial meltdown.

23.55

The EIR does not address the adverse impact of the elimination of 5 police positions on the ability to meet both the current and increased public demands and expectations for police services resulting from both residential and non-residential development.

The above statements are substantiated by information contained in the attached slides.


Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 09B
Public Safety – Police Department

Slide 1

Neighbors Together

Wells-Saticoy Community Plan EIR-2473 Environmental Impact Report
Review Comments

Part 10B
Public Safety – Police Department



Daniel Cormode
East Ventura Community Council
Planning & Development Committee
05 June 2009


Working Towards The Future

6/13/2009 Part 10B - Public Service - Police Department 1

23.55

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 09B
Public Safety – Police Department

Slide 2



Impact of Worldwide Financial Meltdown

- The Wells-Saticoy Community Plan EIR-2473 Environmental Impact Review does not include the subsequent impact of City program, personnel and budget reductions on policies and planned actions referenced in the 2005 General Plan which were made in response to the world wide financial meltdown .
 - The impact of the world wide financial meltdown on City created a potential General Fund shortfall of over \$6 million for FY 2008-2009 and over \$11 million for FY 2009-2010.
 - Based on the current projections, the proposed expenditure level for the General Fund operating budget is \$85.5 million for FY 2009-10 and \$86.4 million for FY 2010-11, as compared to an adopted spending level of \$94.1 million for FY 2008-09.
 - The proposed expenditure level for all funds is \$251 million for FY 2009-10 and \$213 million for FY 2010-11, as compared to an adopted spending level of \$292 million for FY 2008-09.
 - Revenue reductions of the magnitude the City is facing did not allow the simple trimming of expenses, but required a fundamental redesign of government.
 - Highest priority in that plan went to public safety, followed by efforts to restore prosperity by focusing on economic development. Core City services were emphasized, while restructuring or reducing lower-priority programs, services, and expenses.
 - In 2009, the City Manager is requesting City Council authorization to implement General Fund budget reductions to save \$3.6 million by the end of this fiscal year; including elimination of up to 33 authorized positions; extend the City's severance benefit to eligible employees to encourage early retirements; as well as complete labor negotiations to secure cost reductions of at least 5% of payroll costs.

6/13/2009Part 22 - Economic Impact2

Impact of Worldwide Financial Meltdown

The Wells-Saticoy Community Plan EIR-2473 Environmental Impact Review does not include the subsequent impact of City program, personnel and budget reductions on policies and planned actions referenced in the 2005 General Plan which were made in response to the world wide financial meltdown .

- The impact of the world wide financial meltdown on City created a potential General Fund shortfall of over \$6 million for FY 2008-2009 and over \$11 million for FY 2009-2010.
- The EIR does not address the adverse impact of the elimination of 5 police positions on the ability to meet both the current and increased public demands and expectations for police services resulting from both residential and non-residential development.
- Based on the current projections, the proposed expenditure level for the General Fund operating budget is \$85.5 million for FY 2009-10 and \$86.4 million for FY 2010-11, as compared to an adopted spending level of \$94.1 million for FY 2008-09.
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23.55

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 09B
Public Safety – Police Department

Slide 3

Impact of Residential Development on Crime Index

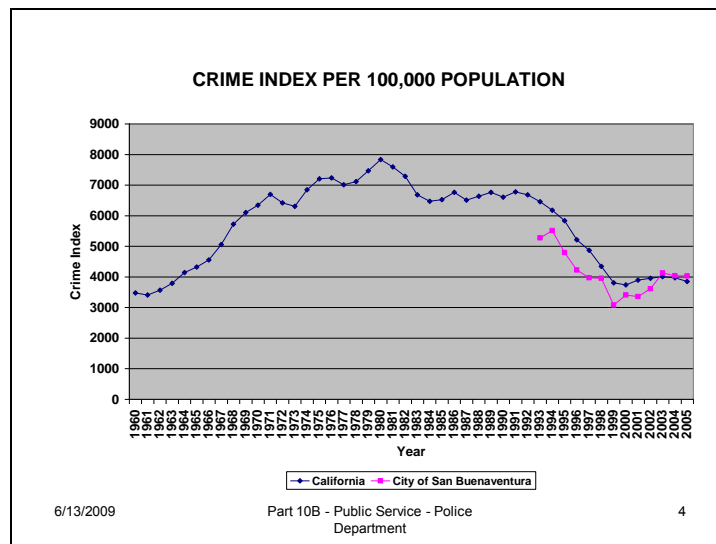
	2.5 Persons Per Household	2.58 Persons Per Household	3.2 Persons Per Household
Population - 2006	106,710	106,710	106,710
Population Growth based on 3,275 Dwelling Units	8,188	8,450	10,480
Total Population	114,898	115,160	117,190
Current crime based on 4,027 crimes per 100,000 population and a population of 106,710 persons	4,297	4,297	4,297
Crime Increase based on 4,027 crimes per 100,000 population	330	340	422
Total Crimes	4,627	4,637	4,719
Current number of police officers based on 1.2 officers per 1,000 population and a current population of 106,710 persons	128	128	128
Additional Police Officers required based on 1.2 officers per 1,000 population.	9.83	10.14	12.58
Total Police Officers	137.88	138.19	140.63
Current Ratio of officers per 1,000 persons	1.20	1.20	1.20
Ratio of officers per 1,000 persons with population increase and no increase in police personnel	1.11	1.11	1.09
Crime Index based on 1.2 officers per 1,000 population.	4,403	4,403	4,403
Crime Index based on reduced officers per 1,000 population.	5,164	5,186	5,357
Increase in Crimes due to reduction in police officer ratio.	760	783	954
Total increase in Crime Index due to population growth	659	681	844

6/13/2009 Part 10B - Public Service - Police Department 3

With a population growth of 106,710 persons, the Crime Rate can be expected to increase by 659 to 844. In order to maintain the status quo in the Crime Rate, the Police Officer Ratio per 1,000 population would need to be increased by 0.074-0.095 Officer per 1,000 population.

23.55

Slide 4

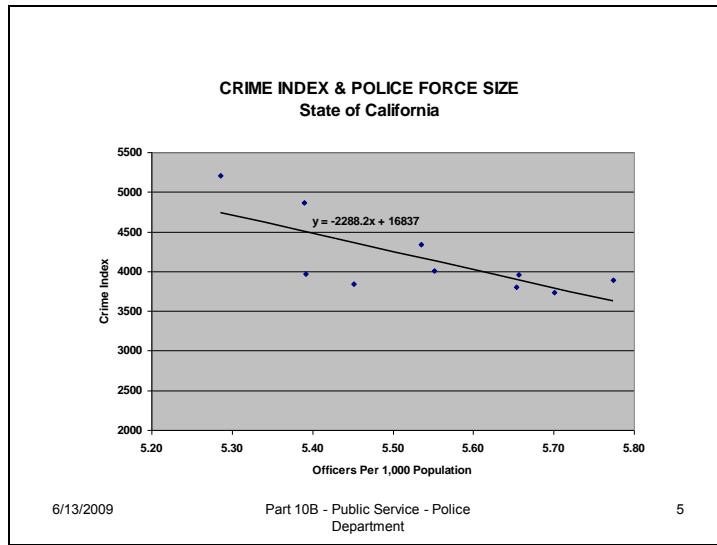


Crime Index Per 100,000 Population:
Comparison of the Crime Index reveals that there is probably no relationship between the Crime Rate and number of Police Officers per 1,000 population.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 09B
Public Safety – Police Department

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 09B
 Public Safety – Police Department

Slide 5

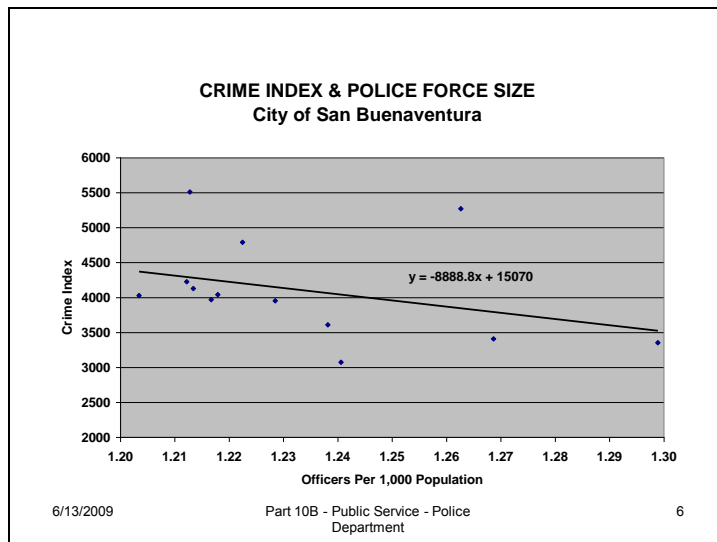


Crime Index and Police Force Size – State of California

In the State of California, the Crime Rate decreases by 229 for each 1/10 increase in the Officers per 1,000 population ratio.

23.55

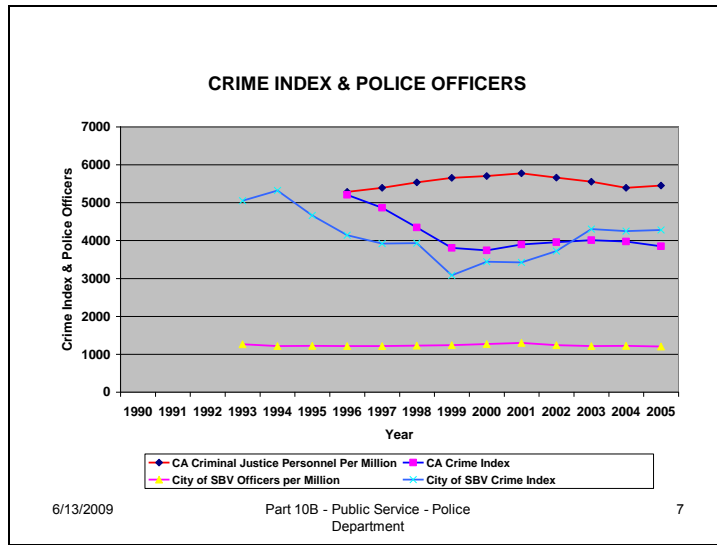
Slide 6



In the City of Ventura, the Crime Rate decreases by 889 for each 1/10 increase in the Officers per 1,000 population ratio.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 09B
 Public Safety – Police Department

Slide 7



23.55

Chart provides not conclusive observations except that the Crime Rate is not related to the number of Police Offers.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 10
Architectural and Cultural

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

23.56

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment or the cumulative impact of other proposed residential developments on the subject.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development or the cumulative effects of other proposed residential developments on the subject area of concern.

Architectural and Cultural research was incomplete and limited.

23.57

Search of Internet Web Sites revealed additional archaeological or cultural information.

The above statements are substantiated by information contained in the attached slides.

Slide 1

Neighbors Together

Wells-Saticoy EIR-2473
Environmental Impact Report Review
Comments

Part 29
Architectural , Cultural & Historical


Daniel Cormode
East Ventura Community Council
Planning & Development Committee
06 June 2009

EVCC
EAST VENTURA
COMMUNITY COUNCIL

Working Towards The Future

Part 29 - Architectural & Cultural

Slide 2



Incomplete Cultural & Archaeological Examination

- Limiting examination of only South Central Coastal Information Center (SCCIC) records to within 0.5 mile radius precludes discovery of other sources.
- Examination of historic aerial photos & topographic maps limits sources to later than the early 20th century.
- Field reconnaissance is incomplete if limited only to the surface due to extensive agricultural operations.

6/13/2009 Part 29 - Architectural & Cultural 2

Additional archaeological of cultural information found includes:
A Chumash Memorial is planned within 1 mile of the residential project site,

23.57

Until **the last twenty years**, the chieftainess, Pomposa, and a number of the tribe, were still living at these springs, and the early settlers tell how, even after their advent, here were wont to gather annually the remnants of the various tribes of Southern California.

Ventura County History, A Memorial and Biographical History of the Counties of Santa Barbara, San Luis Obispo, and Ventura, California by Yda Addis Storke, Published in 1891 by the Lewis Publishing Co., Pages 210-225

Pomposa, an influential woman from Saticoy, was related through her grandfather to the ancient Muwu chieftainship; consequently, she was made chief in 1862.


In another attempt to retain Chumash traditional culture, the chieftain Pomposa gave the final Xutash Festival at the Saticoy home of her deceased father Luis Francisco, in the Autumn of 1869, ending what was a regular occurrence throughout the Chumash world, and described in detail in accounts about similar events at Ventura.

By the early twentieth century, the Chumash had assimilated into mainstream American and Mexican-American Culture, and the language died out.

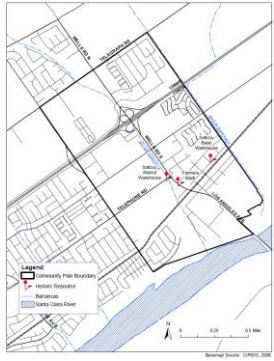
From "Timoloqinash" in *The OCB Tracker*, by Michael Ward

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 10
Architectural and Cultural

Slide 3

 **Historic Resource Map Errors**

- Pins indicating historic resources are incorrectly placed.
- Locations of archaeological sites are not illustrated.
- Locations of historical sites are not illustrated:



6/13/2009 Part 29 - Architectural & Cultural 3

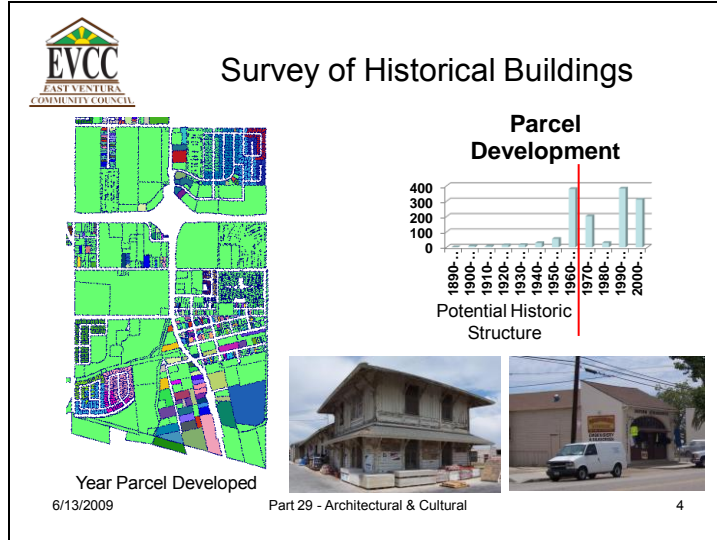
23.57

Historic Resource Map Errors:

- Pins indicating historic resources are incorrectly placed and do not accurately depict location of historic resource.
- Locations of archaeological sites are not illustrated.
- Locations of the following historical sites are not illustrated:
 - Golden Top Dairy Hay Barns.
 - Rancho Attilio Ancillary Structures.
 - Rancho Attilio (Vanoni Ranch)
 - Site of Saticoy Springs and Chumash Indian Village

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 10
Architectural and Cultural

Slide 4



23.57

Survey of Historical Buildings

- Survey of potential historic buildings not conducted or reported.
- Historic structures omitted
 - Saticoy Train Station
 - Market

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 10
Architectural and Cultural

Slide 6

EVCC
EAST VENTURA
COMMUNITY COUNCIL

Cultural & Archaeological

A Phase I Archaeological Survey (Conejo Archaeological Consultants, June 2006) was prepared for the plan area that involved a record search, field survey, and review of historical aerial photographs.

The research on this subject in the EIR is incomplete.

A substantial amount of significant information and detail contained in the Phase I Archaeological Survey is not contained in the EIR.

KNM- EIR-1526 and Wittenberg-Livingston EIR-2221 identify significant native american archaeological and cultural remains and artifacts within about a 1 mile radius of the proposed project.

6/13/2009 Part 29 - Architectural & Cultural 6

23.57

The research on this subject in the EIR is incomplete.

KNM- EIR-1526 and Wittenberg-Livingston EIR-2221 both identify significant native american archaeological and cultural remains and artifacts within about a 1 mile radius of the proposed project. Review of the soils pattern indicates Brown Barranca may have originally continued southeasterly toward Franklin-Wasson Barranca.

Recommend review of documentation held by Saticoy Historical Society, Ventura County Museum of History, 1927 and 1938 aerial photographs, title companies, tax assessor records, court records and other sources of historical data be researched to determine the archaeological and cultural history of the area in the vicinity of the proposed project.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

23.58

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR does not quantify the environmental effects based on scientific or factual data in order to determine the magnitude of the impact of the proposed residential development or identify the cumulative effect or proposed residential developments on the subject area of concern.

While increased flows due to residential development for Q100 and below storms are mitigated, the EIR does not identify or quantify the adverse impact of storms with intensities greater than Q100.

23.59

The magnitude or impact of the overflow from the Brown Barranca flowing easterly in the Hwy 126 Freeway culvert to the inlet of the Saticoy Drain or southerly over the Hwy 126 Freeway toward Darling Road and the Saticoy Drain is not discussed.

The Brown Barranca Floodplain investigation only analyzed the condition of Brown Barranca overtopping Wells Road north of Blackburn and did not include analysis of flow eastward from under the Wells Road Overcrossing

The latest revision of the FEMA Flood Insurance Rate Map is not referenced in the Wells-Saticoy Community Plan Brown Barranca Hydraulic Study

The proposed Brown Barranca project is to only upgrade the existing inadequate earth ditch. And upgrades to resolve other infrastructure issues to not appear to be either included in the proposed project or funded.

The EIR contains no studies or data to validate either the requirements or impact of the proposed storm water detention and other runoff reduction measures.

23.60

The relatively small difference between the inflow at Telegraph Road and outflow at Hwy 126 brings into question that inflows from all reaches have been properly accounted. No flow vs time data is included in the EIR.

The above statements are substantiated by information contained in the attached slides

Development Agreements state that the Subdivider will also be responsible for developing and implementing a longterm operation and maintenance plan for stormwater quality protection BMPs included in the project. The operation and maintenance plan shall include the following: a. Operation procedures; b. Procedures for routine maintenance (e.g., debris removal, vegetation clearing); c. Procedures for corrective maintenance (e.g., parts replacement); d. Maintenance performance levels; e. Identification of the party responsible for operation and maintenance; f. Inspection and reporting requirements and g. Training of individuals responsible for maintenance. However, the Development Agreement does not address establishment of an organization responsible for implementation of the

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

operation and maintenance plan nor a source of revenue to fund the required responsibilities after expiration of the Development Agreement or disestablishment of the Subdividers organization.

23.60

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 1

Neighbors Together

Wells-Saticoy Community Plan
Environmental Impact Report
EIR-2473

Part 30
Drainage




Daniel Cormode
East Ventura Community Council
Planning & Development Committee
23 May 2009

Working Towards The Future

Slide 2

23.60



Brown Barranca Preliminary Study

1. *Brown Barranca Future Condition Hydrology Study* by VCWPD, November 2004
2. *Brown Barranca Channel & Wells Road Interchange As-built Drawings* by Caltrans (May 15, 1961)
3. *Brown Barranca Pre-Design Report* prepared in July 2005 by HDR Engineering, Inc. for VCWPD.
4. *FEMA effective FIS & FIRM* completed in 1985 and 1986 for the County and City
5. *Parklands Tentative Tract Map No. 5632* by DTR Engineering

APPENDICES

- A. Exhibit 1 - Preliminary Future &
- B. Exhibit 2 - Preliminary Upd
Boundaries (Workmap)
- C. Hydraulic Analyses Output

ELECTRONIC FILES

1. Hydraulic Analyses for Updated
(HEC-RAS ver. 3.1.3)
2. 100-year Hydraulic Analyses for Future

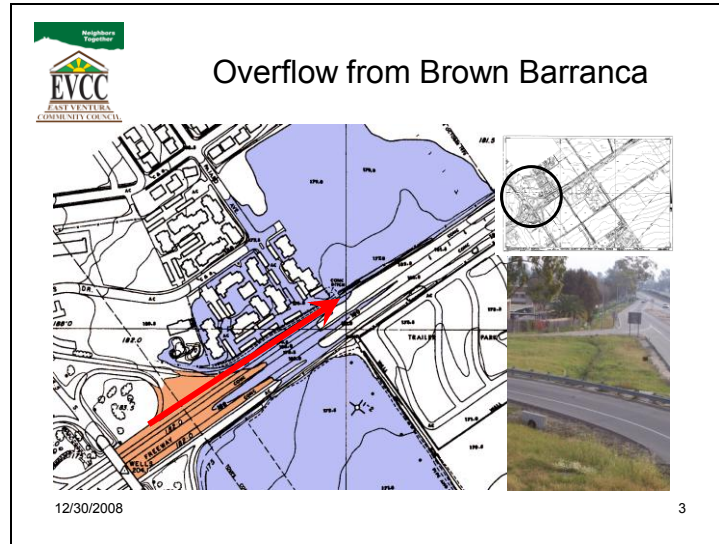
12/30/2008 2

The DMND does not contain referenced data required to validate studies, data, requirements or proposed actions related to Brown Barranca, storm water detention or other runoff reduction measures.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

The EIR does not contain referenced data required to validate studies, data, requirements or proposed actions related to Brown Barranca, storm water detention or other runoff reduction measures.¹

Slide 3



23.60

Overflow from the Brown Barranca flows easterly in the Hwy 126 Freeway culvert to the inlet of the Saticoy Drain and southerly over the Hwy 126 Freeway toward Darling Road and the Saticoy Drain.

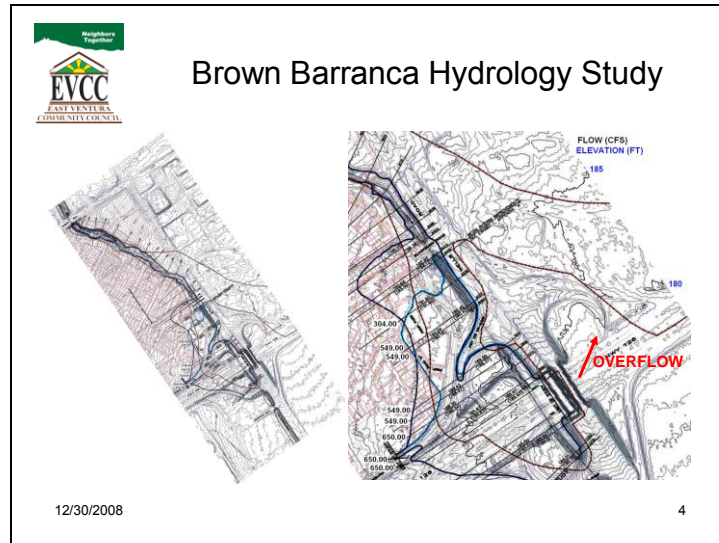
What is the magnitude of the impact of the overflow into the Saticoy Drain and the land south of the Hwy 126 Freeway?

What is the impact of If overflow exceeds the capacity of the Saticoy Drain and causing local flooding below the 180 foot elevation?

¹ Appendix F – Brown Barranca Preliminary Study

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 4



23.60

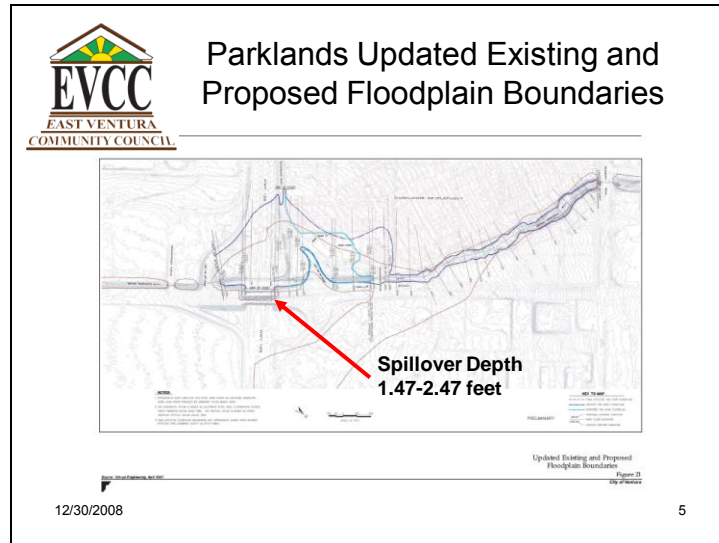
Depth of overflow is approximately 1.97 (185.47 – 183.50) feet at the eastern edge of the study area and flows eastward. What is the magnitude of the downstream impact?

Not shown in the topographic map is are height of the curbs along the southern edge of the westbound Wells Road access to the Hwy 126 Freeway which impedes the southerly flow of the overflow. What is the magnitude of the impact of the curbs on the overflow?

The Parklands Development Brown Barranca Preliminary Hydraulic Study of Dec 2006 is unclear if the 101.00 (650.00 – 549.00) cfs flow is from the Parklands Development or from the culvert along the north side of the Hwy 126 Freeway. What is the magnitude of the flow from the Parklands Development and the magnitude of the in the culvert along the north side of the Hwy 126 Freeway?

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 5



23.60

Parklands Updated Existing and Proposed Floodplain Boundaries

Updated Existing and Proposed Floodplain Boundaries dated April 2007 illustrates a flow depth of approximately 1.47 to 2.47 feet at the 126 Freeway.

Slide 6

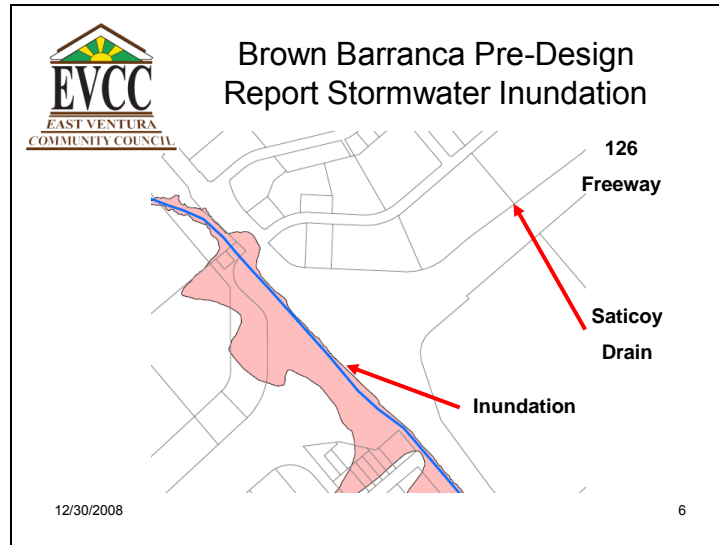


Figure 2 of the Brown Barranca Pre-Design Report, City of Ventura, Ventura County, California dated December 27, 2005 shows stormwater inundation area across the 126 Freeway.

Slide 7

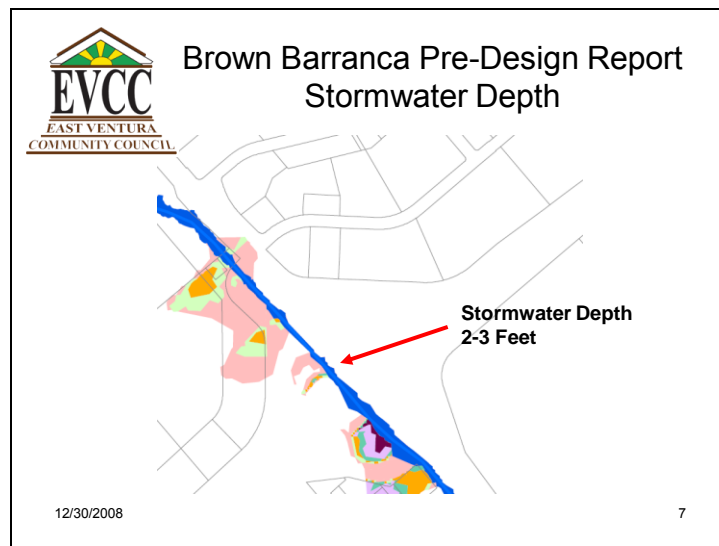
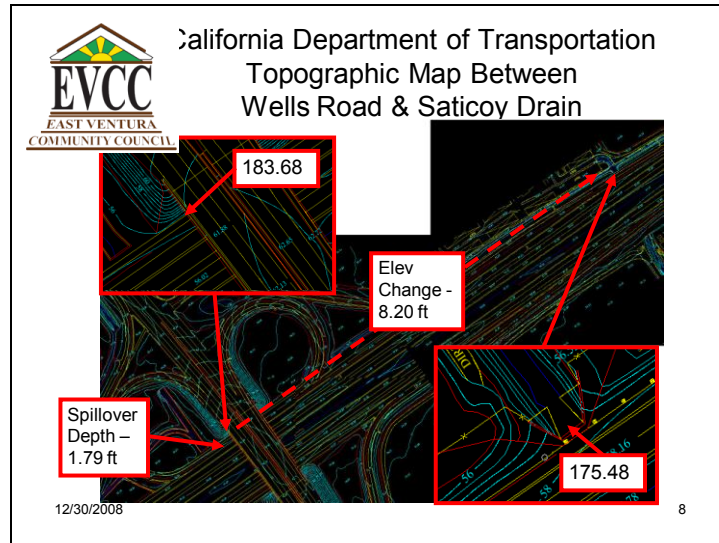


Figure 3 of the Brown Barranca Pre-Design Report, City of Ventura, Ventura County, California dated December 27, 2005 shows stormwater flow up to 3 feet deep at the 126 Freeway.

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Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 8



23.60

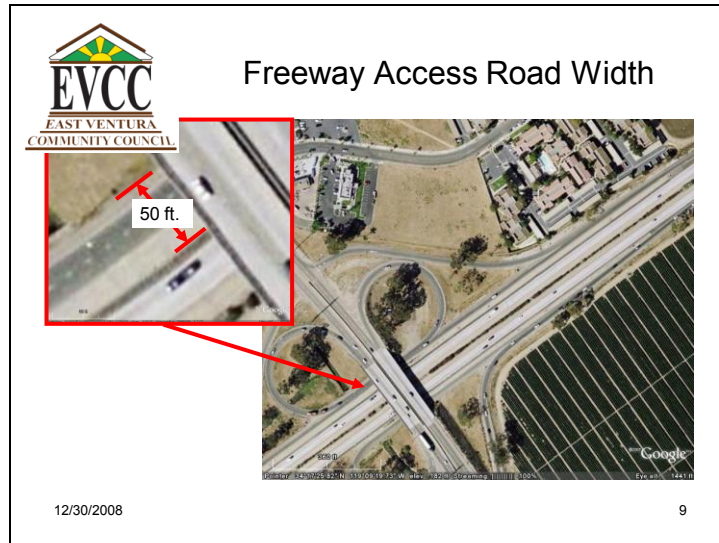
California Department of Transportation Topographic Map Between Wells Road & Saticoy Drain

The elevation difference between the spillover on the 126 Fwy at the Wells Road Overcrossing and the invert at the Saticoy Drain is 8.20 feet.

The depth of the spillover is 1.79 ft (185.47 – 183.68).

The Conversion Factor used is 3.28 feet per meter.

Slide 9

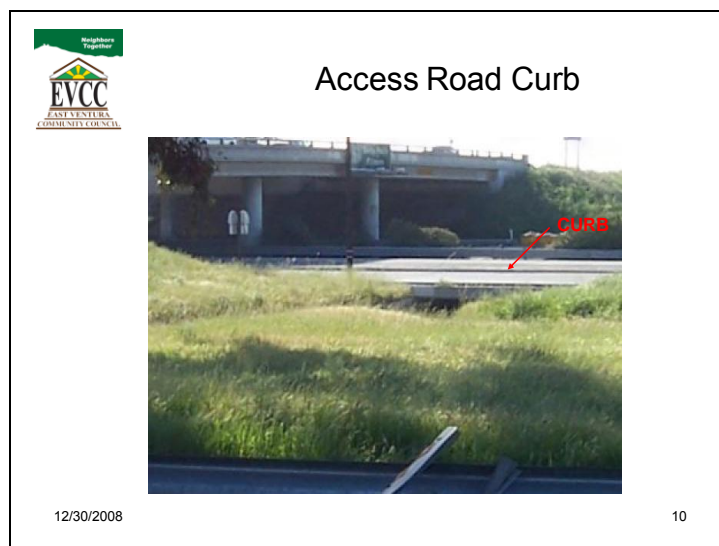


Freeway Access Road Width

The width of the 126 Freeway Access Road at the Wells Road Overcrossing is 50 feet as measured using Google Earth.


23.60

Slide 10




Curb along the southern edge of the westbound Wells Road access to the Hwy 126 Freeway.

Slide 11



Flow Over a Broad Crested (Flat Top) Weir

- Flow Over a Broad Crested (Flat Top) Weir is computed by the formula $Q = 0.35 \times B \times (2g)^{0.5} \times H^{1.5}$
 - Where
 - Q = water flow rate, m³/sec
 - B = 50 ft = 15.24 m = width of weir, meters
 - G = gravitational constant, 9.81
 - H = 1.79 ft = 0.55 m = height, meters
 - $Q = 0.35 \times 15.24 \times (2 \times 9.81)^{0.5} \times 0.55^{1.5} = 6.83 \text{ m}^3/\text{sec}$
 - $Q = 225 \text{ ft}^3/\text{sec}$



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Flow Over a Broad Crested (Flat Top) Weir is computed by the formula $Q = 0.35 \times B \times (2g)^{0.5} \times H^{1.5}$
Where

Q = water flow rate, m³/sec

B = 50 ft = 15.24 m = width of weir, meters

G = gravitational constant, 9.81

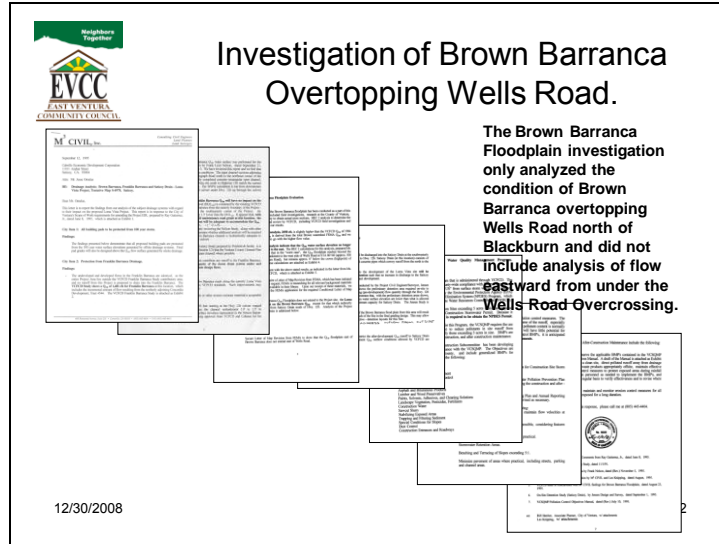
H = 1.79 ft = 0.55 m = height, meters

$Q = 0.35 \times 15.24 \times (2 \times 9.81)^{0.5} \times 0.55^{1.5} = 6.83 \text{ m}^3/\text{sec}$

Q = 225 ft³/sec

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 12



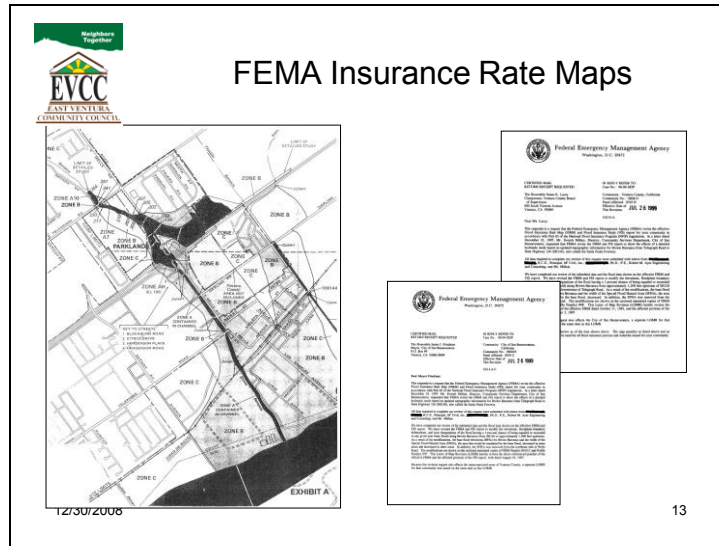
23.60

The Brown Barranca Floodplain investigation only analyzed the condition of Brown Barranca overtopping Wells Road north of Blackburn and did not include analysis of flow eastward from under the Wells Road Overcrossing.²

² See 3M Civil Letter dated 12 Sep 1995 and referenced attachments thereon

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 13



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The latest revision of the FEMA Flood Insurance Rate Map is not referenced in the Parklands Brown Barranca Hydraulic Study

The FEMA Flood Insurance Rate Map has been superseded by changes LOMC 98-09-383P-060413P and LOMC 98-09-383P-060419P dated 26 Jul 1999 which are not listed.

The FEMA Flood Insurance Rate Map is in error as it does not show flow under the Hwy 126 Freeway Wells Road Overcrossing.

The City of San Buenaventura Community Services Department letter dated 23 Dec 1997 and supporting reports and documentation are not referenced in the Parklands Brown Barranca Hydraulic Study.

LOMC 98-09-383P-060413P dated 26 Jul 1999 and LOMC 98-09-383P-060419P dated 26 Jul 1999 were issued based on incomplete information.

Slide 15

EVCC
EAST VENTURA
COMMUNITY COUNCIL

On-Site Detention

An on-site detention basin will be required in order to provide no increase in post-development runoff from the site meeting the City's and County requirements.

The floodplain boundaries determined by this study are only for the flooding caused by Brown Barranca and do not include other potential flooding that could occur because of the inadequate tributary drains.

Validation data to verify the adequacy of the on-site detention basin is not contained in the DMND.

Floodplain boundaries and studies contained in the DMND do not include flow from the Hwy 126 Culvert which extends westerly from Brown Barranca to the Saticoy Avenue and beyond.

12/30/2008 15

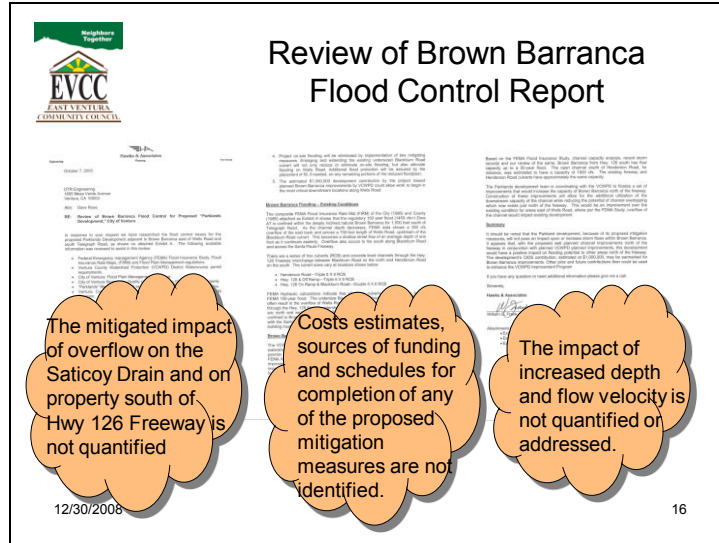
23.60

Validation data to verify the adequacy of the on-site detention basin is not contained in the EIR. Floodplain boundaries and studies contained in the EIR do not include flow from the Hwy 126 Culvert which extends westerly from Brown Barranca to the Saticoy Avenue and beyond.³

³ Ref: Appendix F – Brown Barranca Preliminary Study

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 16



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The impact of overflow on the Saticoy Drain and on property south of Hwy 126 Freeway is not quantified.

Costs estimates, sources of funding and schedules for completion of any of the proposed mitigation measures are not identified.

The impact of increased depth and flow velocity is not quantified or addressed.

Slide 17

EVCC
EAST VENTURA
COMMUNITY COUNCIL

On-Site Detention & Run-Off Reduction

1. The development project proposes on-site stormwater detention and other runoff reduction measures such as vegetated swales and pervious pavement to provide for no increase in post-development runoff from the site and a probable decrease in runoff. No increase in runoff to Brown Barranca will comply with SQUIMP requirements.

The DMND contains no studies or data to validate either the requirements or impact of the proposed storm water detention and other runoff reduction measures.

12/30/2008 17

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The EIR contains no studies or data to validate either the requirements or impact of the proposed storm water detention and other runoff reduction measures.⁴

⁴ Reference: Hawks & Associates Letter dated 7 Oct 2005

Slide 18

Run-Off

- Implementation of the specific plan would increase in the amount of impermeable surfaces within the plan area, which would in turn alter the amount of surface water and the course and/or direction of plan area drainage. However, all specific plan area development would be subject to SQUIMP and proposed improvements would result in no net increase in surface runoff. Thus, the impact with respect to increased runoff would be less than significant.

No studies of documentation have been presented to identify the magnitude of the impact nor the adequacy of improvements to mitigate those impacts.

12/30/2008 18

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No studies of documentation have been presented to identify the magnitude of the impact nor the adequacy of improvements to mitigate those impacts.

Implementation of the specific plan would increase in the amount of impermeable surfaces within the plan area, which would in turn alter the amount of surface water and the course and/or direction of plan area drainage.

All specific plan area development would be subject to SQUIMP and proposed improvements would result no net increase in surface runoff.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 19

Drainage

Consistent with the City's NPDES permit, Parklands swales, biofilters, previously installed paving, and detention area reduces storm water runoff to undeveloped condition. While the larger issue of Watershed Protection District acceptance of flows crossing inadequately sized channels, Parklands aforesaid improvements will lessen or eliminate Wells Road flooding whether or not the Watershed Protection District takes steps to reconstruct it.

This work of improvement will also protect the Hansen Trust. The new Parklands drainage system will be extended to intercept water at the southerly terminus of Linden Drive, solving the flooding of homes on that street and certain of the mobile homes southerly thereof.

12/30/2008 19

Reduction of storm water run-off to no greater than the undeveloped condition is unsubstantiated.

Improvements have no impact on Hansen Trust Property.

23.60

Page 4:18

Slide 20

Groundwater

- Specific plan implementation would not change the quantity of ground water. The existing agricultural well and associated use would be eliminated, thereby reducing the existing draw on groundwater within the plan area.
- Implementation of the specific plan would increase in the amount of impermeable surfaces within the plan area, which would in turn alter the amount of surface water and the course and/or direction of plan area drainage.

12/30/2008 20

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Specific plan implementation would not change the quantity of ground water. The existing agricultural well and associated use would be eliminated, thereby reducing the existing draw on groundwater within the plan area.


The change in land use from agriculture use to residential use will also impact the quantity of groundwater being drawn from the aquifers. The source of all domestic water in East Ventura is from water wells. The aquifers that those wells draw water from may not the same aquifer in which the agricultural well is located. Furthermore, the magnitude of the impact is not quantified.

Increase in the amount of impermeable surfaces within the plan area would also alter the amount of groundwater.

The net increase in the requirement for groundwater of 163 AFY is not discussed in the EIR⁵

⁵ United Water Conservation District letter dated 25 Jul 2008.

Slide 21



Groundwater

- The proposed project may have a beneficial effect on groundwater quality due to project incorporation of NPDES permit requirements, BMPs and other drainage improvements. In addition, conversion of the land from the existing agricultural use would eliminate the application of pesticides, herbicides and fertilizers from being leached down through the soil into the groundwater supply.
- Discharges into surface waters will be altered as a result of the project. Runoff pollutants such as petroleum hydrocarbons and heavy metals generally associated with urban developments are typically washed off streets and parking areas during the first storm of the winter season, provided at least one-half inch of rain falls.

12/30/2008 21

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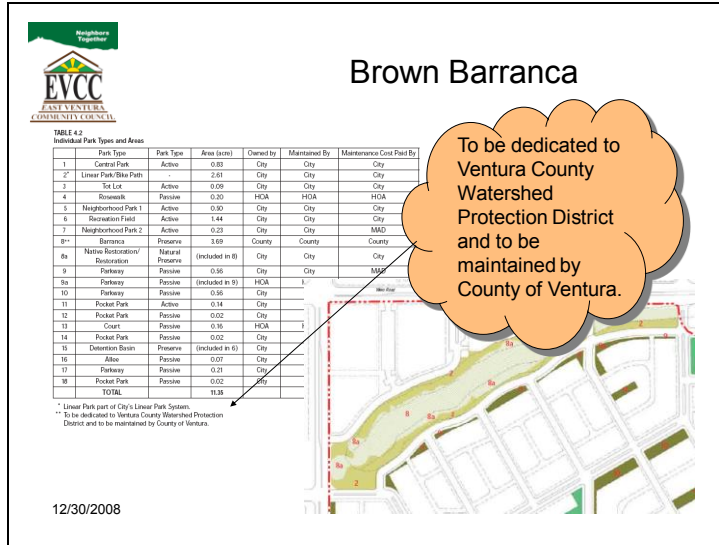
The below statements are in conflict. The impact of pollutants such as petroleum hydrocarbons and heavy metals generally associated with urban developments being leached down into the soil is not identified or quantified.

The proposed project may have a beneficial effect on groundwater quality due to project incorporation of NPDES permit requirements, BMPs and other drainage improvements. In addition, conversion of the land from the existing agricultural use would eliminate the application of pesticides, herbicides and fertilizers from being leached down through the soil into the groundwater supply.

Discharges into surface waters will be altered as a result of the project. Runoff pollutants such as petroleum hydrocarbons and heavy metals generally associated with urban developments are typically washed off streets and parking areas during the first storm of the winter season, provided at least one-half inch of rain falls.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 11
 - Drainage

Slide 22



23.60

Area cannot be counted as park area if use or access is restricted.
 Ref: Page 4:22

Slide 23

Brown Barranca

- Increased human activity (biking, dog-walking, child play) associated with use of the linear park may adversely affect wildlife foraging success, reduce reproduction and increase predation risk, and discourage habitat use by secretive species. However, barrier plantings and fencing would be used to discourage public access into the Brown Barranca riparian corridor.

Barrier plantings and fencing preclude use of the barranca as a park.

12/30/2008 23

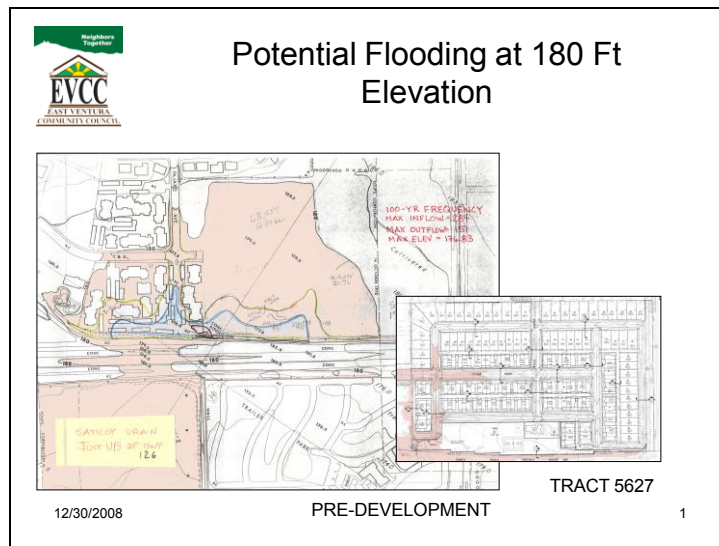
23.60

Increased human activity (biking, dog-walking, child play) associated with use of the linear park may adversely affect wildlife foraging success, reduce reproduction and increase predation risk, and discourage habitat use by secretive species.

However, barrier plantings and fencing would be used to discourage public access into the Brown Barranca riparian corridor which precludes consideration of Brown Barranca as a park.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 24



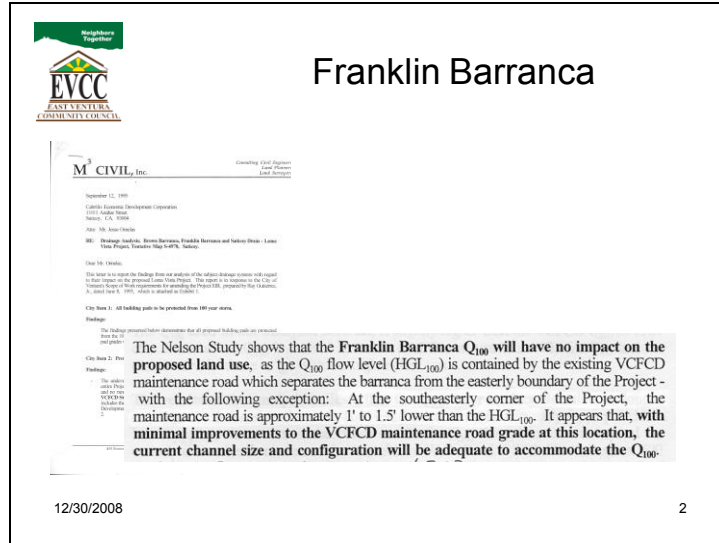
23.60

Comparison of areas for potential flooding at 180 foot elevation between pre-development and proposed Citrus Place TTM 5627 and Saticoy Drain Detention Area, developed by the Ventura County Flood Control District in November 1996.

Note the VCFCD has specified the maximum outflow into the Saticoy Drain as 151 cfs and there was no consideration of inflow from the Brown Barranca overflow.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 25



23.60

M3 Civil Letter dated 12 Sep 1995 states the level of the VCFCD Franklin Barranca maintenance road is 1' to 1.5' lower than the HGL100 upstream from the Hwy 126 Freeway.

This deficiency impacts both the Saticoy Drain, Citrus Drive Apartments and Citrus Place development.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 11
 - Drainage

Slide 26

Brown Barranca Hydraulic Study

Brown Barranca Future Condition Peak Flows (Page 1)
 The flow rates for this study were based upon the future condition hydrology study (November 2004) by VCWPD. Table 1 represents the peak flow rates within the scope of the study.

Table 1 – Brown Barranca Future Condition Peak Flows

Location	Drainage Area (acres)	Areal Reduced Peak Flows (cfs)	
		50-YR	100-YR
@ Telegraph Road	1476	1162	1604
North of HWY 126	1780	1408	1845

FEMA Effective FIS Analysis date 1985 & 1986 (Page 4)
3.2 Existing Floodplain:
 The FEMA Effective FIS analyses for the County (unincorporated areas) and City were completed in 1985 and 1986. Flood elevations for the 100-year event were computed through use of the United States Army Corps of Engineers (USCE) HEC-2 step-backwater computer program.
 The 100-year discharges used in the FIS study are 1,450 cfs at Telegraph Road and 2,310 cfs north of the freeway. The effective FIRM shows the 100-year flow contained within the natural channel south of Telegraph Road for approximately 1,000 feet before overtopping the easterly bank and Wells Road. The FIRM also shows water overtopping the westerly bank at approximately 300 feet upstream of Blackburn Road. Overflow also occurs at other existing culverts downstream causing flooding of the westerly property including the southeasterly corner of the proposed development. The overflow will then overtop Blackburn Road and the freeway traveling to the southeasterly direction. See Exhibit 2, Appendix "B" for the scanned FEMA 100-year floodplain boundary.

12/30/2008 3

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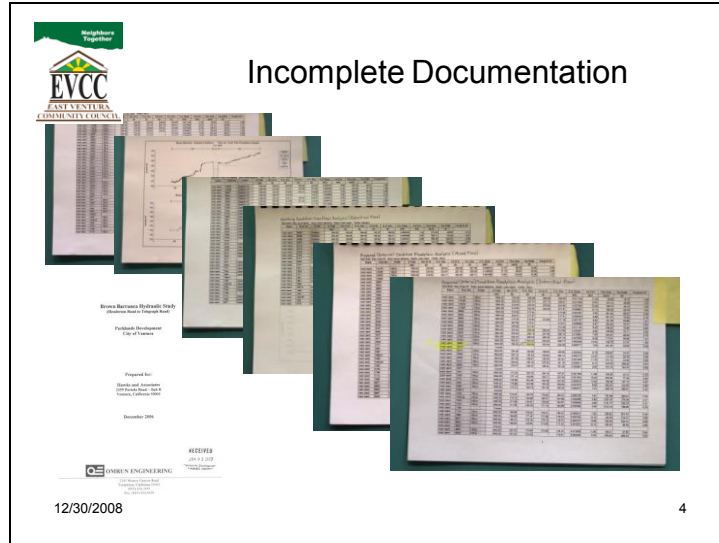
The Brown Barranca Future Condition Q100 Peak Flows of 1,604 and 1,845 for this study were based on the VCWPD Future Condition Hydrology Study dated Nov 2004.

The Existing Floodplain Q100 discharges of 1,450 and 2,310 were based on the FEMA Effective FIS Analysis for the County and City completed in 1985 and 1986.

What is the explanation for the range and magnitude of Telegraph Road and Hwy 126 future floodplain conditions (1,601 & 1,845) being different from the existing floodplain conditions (1,450 & 2,310)?

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 27



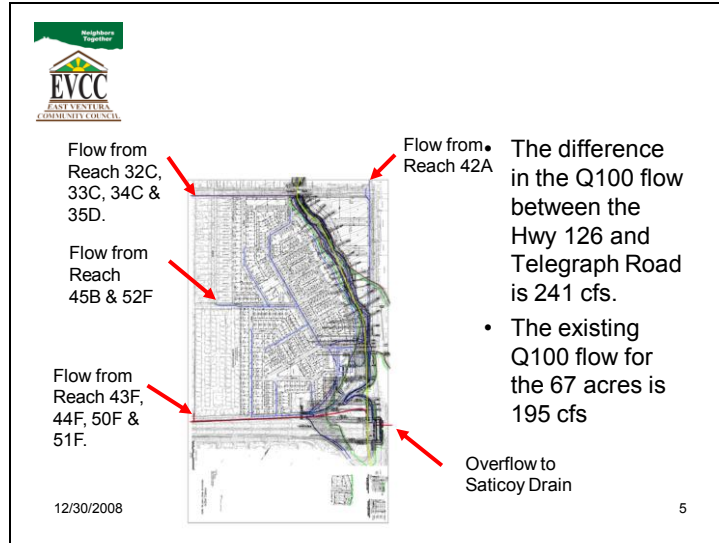
23.60

Deficiencies and errors in the flow data were identified as a result of a review of flow data contained in Appendix C of the Brown Barranca Hydraulic Study for Parklands Development by OMRON Engineering.

Brown Barranca Hydraulic Study for Parklands Development by OMRON Engineering dated December 2006 was included as Appendix F to the EIR without Appendix C of the Brown Barranca Hydraulic Study for Parklands Development by OMRON Engineering dated December 2006.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 28



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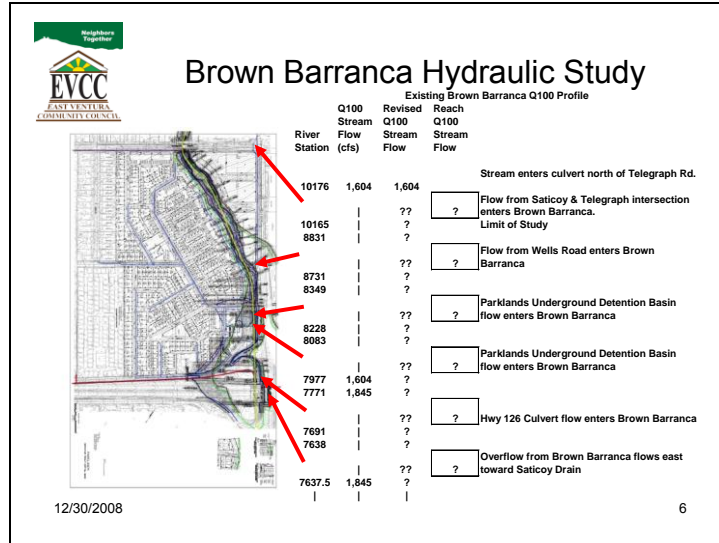
The Brown Barranca Hydraulic Study for Parklands Development by OMRON Engineering is flawed in its basic input data.

The difference in the Q100 flow between the Hwy 126 and Telegraph Road is 241 cfs and the existing Q100 flow for the 67 acres is 195 cfs leaving a flow balance of only 46 cfs from all other sources.

Any components of the project design based on the flow data are questionable and required review.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 11
 - Drainage

Slide 29



23.60

Deficiencies and errors in the flow data were identified as a result of a review of flow data contained in Appendix C of the Brown Barranca Hydraulic Study for Parklands Development by OMRON Engineering.

Any components of the project design based on the flow data are questionable and required review.

Slide 30

Parklands Development TTM No. 5632 Detention Design

- No map is included with report to illustrate physical, topographical of hydrological conditions of for modeling study area.
- Stormwater collection system does not include property east of Brown Barranca.
- Stormwater from Linden Drive is not included in study.

12/30/2008 7

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Parklands Development TTM No. 5632 Detention Design is incomplete and may be erroneous.

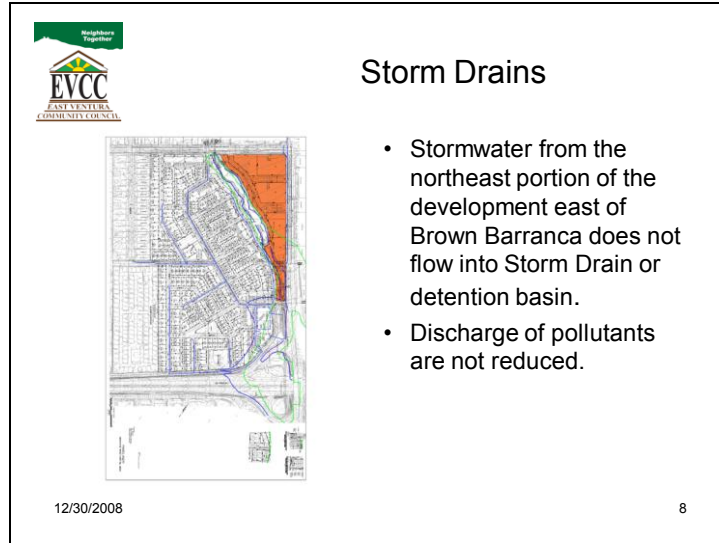
No map is included with report to illustrate physical, topographical of hydrological conditions of for modeling study area.

The stormwater collection system does not include property east of Brown Barranca.

Stormwater from Linden Drive is not included in study.

Existing Conditions Peak Flow, 192 cfs from 67 acres.

Slide 31



Storm Drains

- Stormwater from the northeast portion of the development east of Brown Barranca does not flow into Storm Drain or detention basin.
- Discharge of pollutants are not reduced.

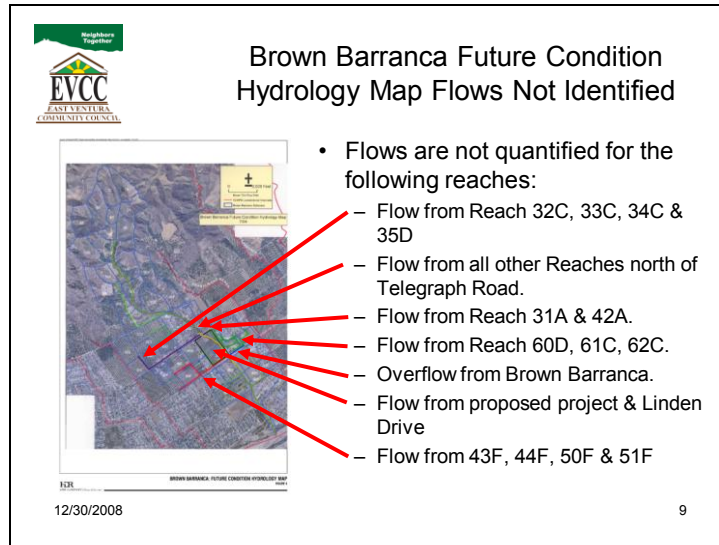
12/30/2008 8

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Stormwater from the northeast portion of the development east of Brown Barranca does not flow into Storm Drain or detention basin.

Pollutant discharge is not controlled or reduced.

Slide 32




23.60

Flows into Brown Barranca are not identified for the following reaches:


- Flow from Reach 31A & 42A.
- Flow from all other Reaches north of Telegraph Road.
- Flow from Reach 32C, 33C, 34C & 35D
- Flow from Reach 60D, 61C, 62C.
- Overflow from Brown Barranca.
- Flow from proposed project & Linden Drive
- Flow from 43F, 44F, 50F & 51F

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 33



Watershed Protection District Proposed Project



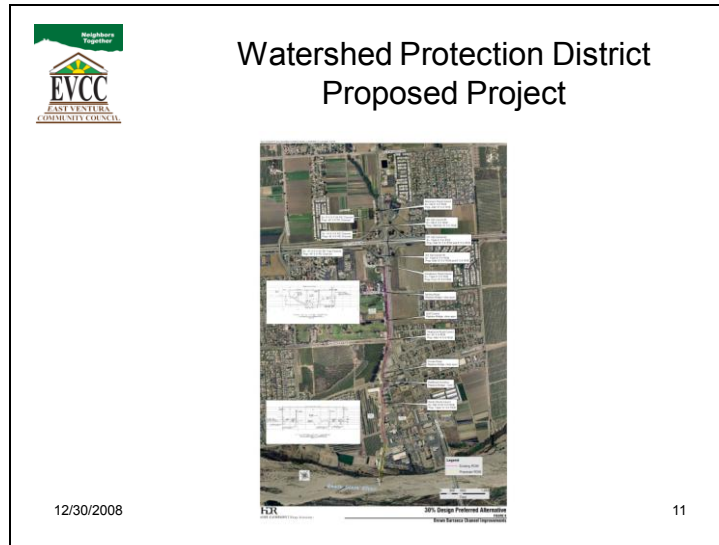
1A	13D	27D	42A
2A	15A	28D	43F
3A	16A	29B	44F
4B	17A	31A	45B
5B	18E	32C	50F
7C	19E	33C	51F
8C	20E	34C	52F
10B	23F	35D	
12A	24F	40D	

12/30/2008 10

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The VCWPD Brown Barranca Pre-Design Report of Dec 2005 only identifies Brown Barranca subareas 25AF, 31A, 41AD, 53AF, 67AC and 70A below Blackburn Road and does not identify the drainage from the above listed Brown Barranca subareas

Slide 34




23.60

Improvements to Brown Barranca between Telegraph Road and Blackburn Road are not addressed in the VCWPD Brown Barranca Pre-Design Report of Dec 2005.

Only improvements to Brown Barranca between Blackburn Road and the Santa Clara River are addressed.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 35



Later Reports & Studies Not Referenced

- 1. City of Ventura Letter RE: Drainage Concerns from Ray Gutierrez, Jr., dated June 8, 1995.
- 2. VCFCD Franklin Barranca Hydrology, dated 11/1/1991.
- 3. Q WSPG Run for Franklin Barranca by Frank Nelson, dated (Rev.) November , 1995.
- 4. Brown Barranca Floodplain Investigation by M3 CIVIL and Les Knipping. dated August. 1995.
- 5. VCFCD letter of Concurrence with M3 CIVIL findings for Brown Barranca Floodplain, dated August 23, 1995.
- 6. On-Site Detention Study (Saticoy Drain), by Jensen Design and Survey, dated September 1. 1995.
- 7. VCSQMP Pollution Control Objectives Manual, dated (Rev.) July 10, 1995.
- 8. FEMA LOMC 98-09-383P-060413 dated 26 July 1999 to FEMA Community Panel Number 060413 0745 B of 31 Oct 1985
- 9. FEMA LOMC 98-09-383P-060419 dated 26 Jul 1999 to FEMA Community Panel Number 060419 10 of 19 Aug 1987.

12/30/2008 12

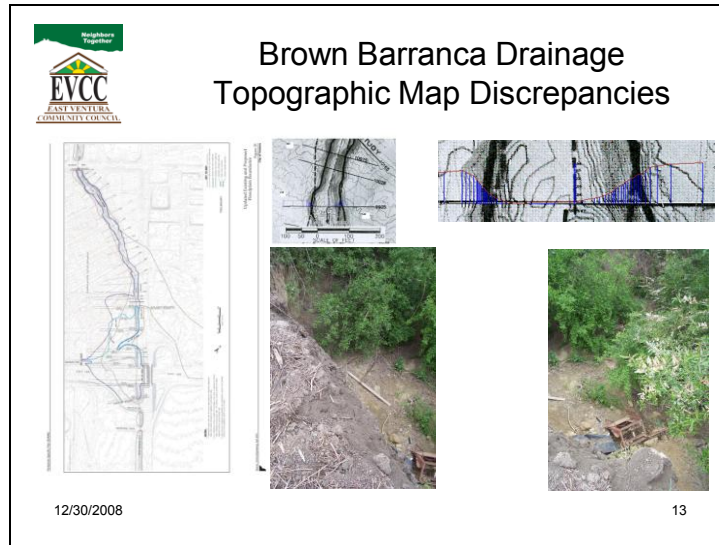
The following reports and studies conducted after 1985 are not referenced in the current Parklands Brown Barranca Reports

23.60

1. City of Ventura Letter RE: Drainage Concerns from Ray Gutierrez, Jr., dated June 8. 1995.
2. VCFCD Franklin Barranca Hydrology, dated 11/1/1991.
3. Q WSPG Run for Franklin Barranca by Frank Nelson, dated (Rev.) November , 1995
4. Brown Barranca Floodplain Investigation by M3 CIVIL and Les Knipping. dated August. 1995.
5. VCFCD letter of Concurrence with M3 CIVIL findings for Brown Barranca Floodplain, dated August 23, 1995.
6. On-Site Detention Study (Saticoy Drain), by Jensen Design and Survey, dated September 1. 1995.
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8. FEMA LOMC 98-09-383P-060413 dated 26 July 1999 to FEMA Community Panel Number 060413 0745 B of 31 Oct 1985.
9. FEMA LOMC 98-09-383P-060419 dated 26 Jul 1999 to FEMA Community Panel Number 060419 10 of 19 Aug 1987.

Note: Reference to Items 1-7 are contained in M3 Civil Letter dated September 12. 1995 to Cabrillo Economic Deve1opment re: Drainage Analysis: Brown Barranca, Franklin Barranca and Saticoy Drain – Loma Vista Project. Tentative Map S-4978, Saticoy with copies to Bill Hatcher, Associate Planner, City of Ventura, w/attachments & Les Knipping, w/attachments.

Slide 36



23.60

Field verification of sections to the Brown Barranca Drainage Topographic Map contained in Appendix A of the subject DMND has revealed discrepancies which cause all investigations and conclusion based on that map to be in error.

The data from the contours contained in the above map is not support by photographs of the same areas north of Telegraph Road and at Section 9905 south of Telegraph Road. The area around the drain above Telegraph Road is relatively flat ant the west wall of the barranca at Section 9905 is almost vertical.

Attached is Section 9905 developed from Figure 21, Updates & Existing Floodplain Boundaries. The attached section clearly illustrates the banks of the Brown Barranca as indicated by the topographic map are inconsistent with the images of the of the Brown Barranca.

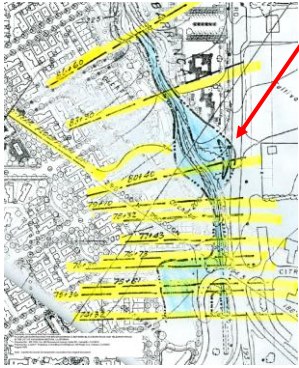
All subsequent stream velocity and floodplain elevation data and drainage reports illustrating the banks and streambed of Brown Barranca subsequently developed from the LIDAR image source data will be in error.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage


Slide 37

EVCC
EAST VENTURA
COUNTY

Non-Conformance to Design Guidelines
Franklin & Brown Barranca Overflow



During a Q100 storm, Brown Barranca comes within 6 inches of overtopping Wells Road. At the southeasterly corner of the project, the maintenance road is approximately 1' to 1.5' lower than the HGL100.



12/30/2008 14

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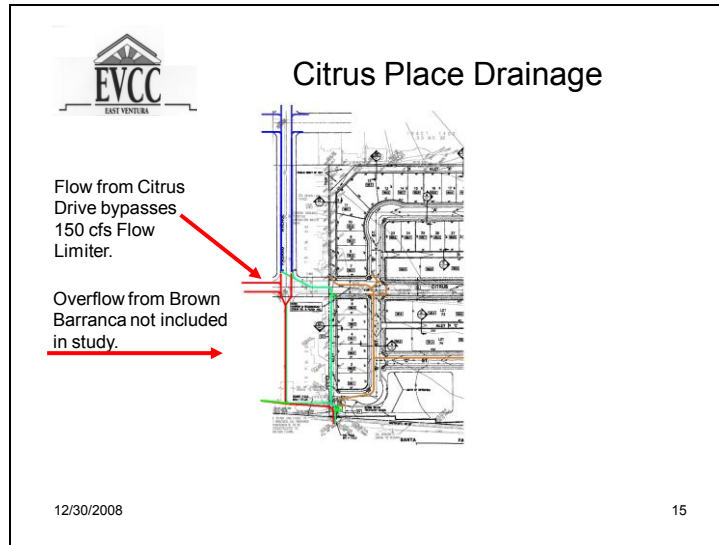
A Parklands Conceptual Site Plan Overlaid with the results of a Floodplain Investigation for Brown Barranca Between Blackburn Road and Telegraph Road in the City of San Buenaventura, California prepared for M3 Civil by Lester F. Knipple dated August 1995 shows during a Q100 storm, Brown Barranca comes within 6 inches of overtopping Wells Road. Cabrillo Economic Development Corporation has a copy the original document.

The Frank Nelson study shows at the southeasterly corner of the project, the maintenance road is approximately 1' to 1.5' lower than the HGL100.

Source: Citrus Place Presentation 2006 09 03

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 38

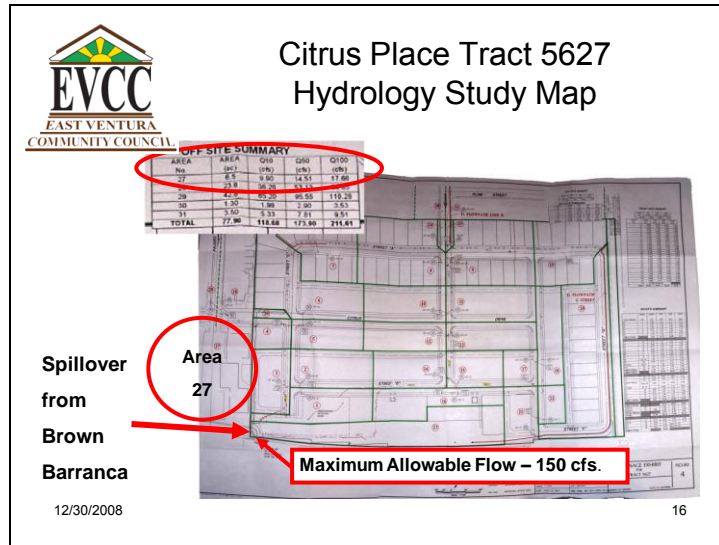


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Reference: Citrus Place Presentation 2006 09 03

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 11
 - Drainage

Slide 39




23.60

Drainage Map for Tract 5627

The Q100 Flow for the 6.5 acre Area 27 is only 17.66 cfs and does not include any spillover from Brpwn Barranca.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 40



City of San Buenaventura
Initial Study EIR-2451 - Stormwater

5. All on-site storm water runoff will drain to catch basins installed as part of the project infrastructure. The catch basins will convey storm water into a subsurface drain system, outflow into the proposed park site, and sheetflow to an underground detention facility at the southwest corner of the project site. Water will exit the detention facility and flow through existing culverts under Highway 126 into the Ventura County Watershed Protection District system. The downstream County collection system has been determined by the County Flood Control District to be inadequate for containing existing runoff from the project site area. However, a Drainage Study performed by Jensen Design & Survey, Inc., dated August 2005, identified that on-site detention of approximately 122,000 cubic feet of water would mitigate the cumulative effect of the existing drainage area run-off.

S-1 The applicant shall submit a detailed stormwater management plan addressing the retention of 122,000 cubic feet of surface runoff. The plan shall be developed with the assistance of the Ventura County Watershed Protection District and submitted to the City in conjunction with the Grading Plan.

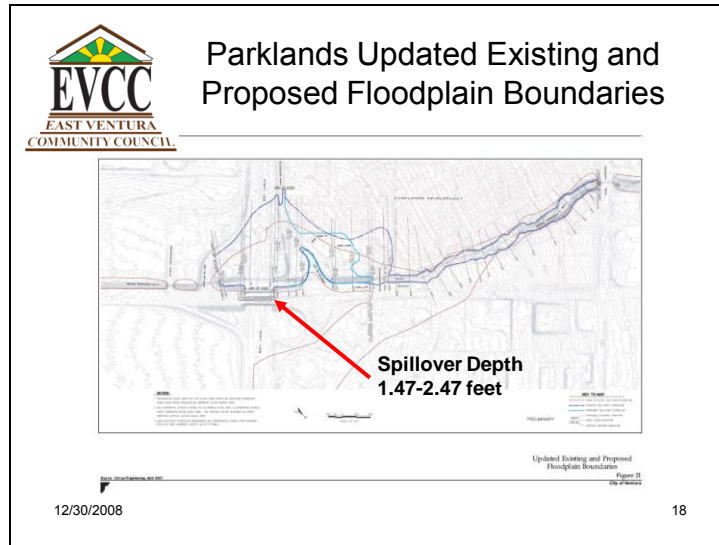
12/30/200817

23.60

City of San Buenaventura Initial Study EIR-2451, Page 282

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 41

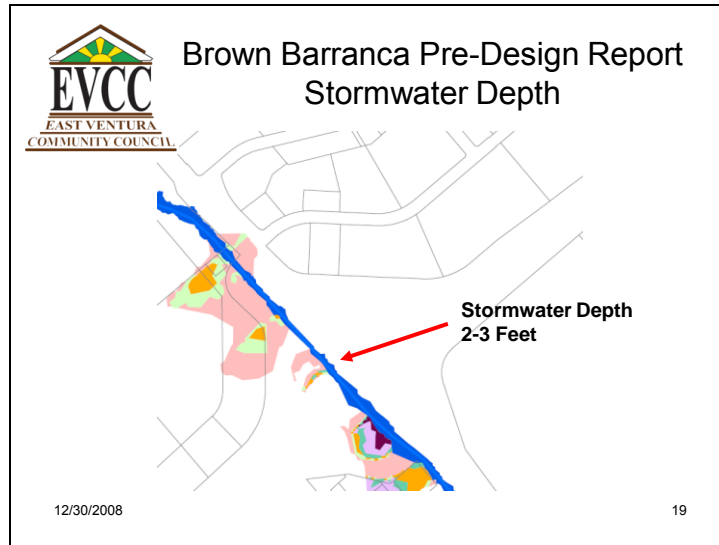


23.60

Parklands Updated Existing and Proposed Floodplain Boundaries

Updated Existing and Proposed Floodplain Boundaries dated April 2007 illustrates a flow depth of approximately 1.47 to 2.47 feet at the 126 Freeway.

Slide 42

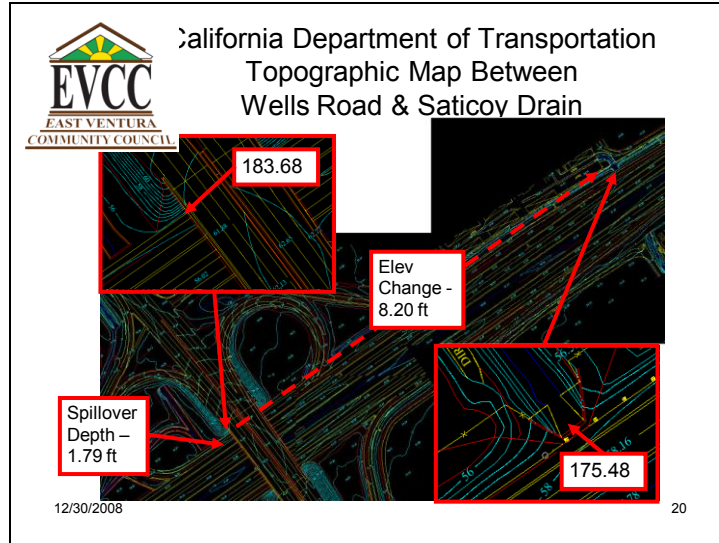


23.60

Figure 3 of the Brown Barranca Pre-Design Report, City of Ventura, Ventura County, California dated December 27, 2005 shows stormwater flow up to 3 feet deep at the 126 Freeway.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 43

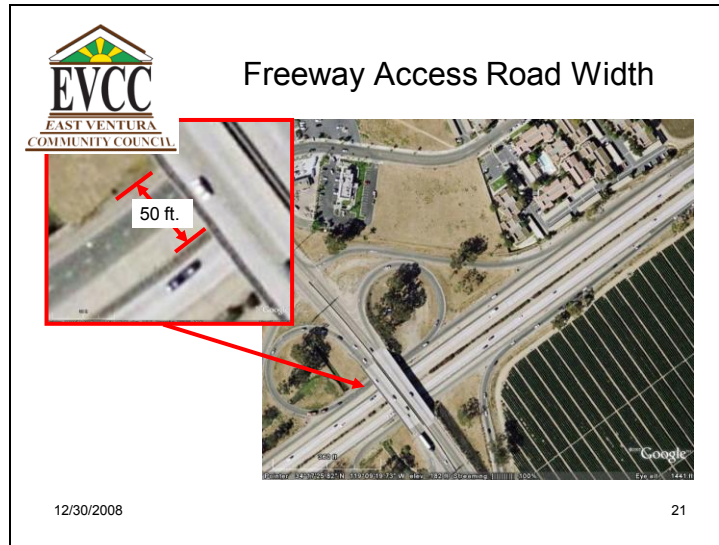


23.60

California Department of Transportation Topographic Map Between Wells Road & Saticoy Drain

The elevation difference between the spillover on the 126 Fwy at the Wells Road Overcrossing and the invert at the Saticoy Drain is 8.20 feet.
The depth of the spillover is 1.79 ft (185.47 – 183.68).
The Conversion Factor used is 3.28 feet per meter.

Slide 44




23.60

Freeway Access Road Width


The width of the 126 Freeway Access Road at the Wells Road Overcrossing is 50 feet as measured using Google Earth.

Slide 45



Flow Over a Broad Crested (Flat Top) Weir

- Flow Over a Broad Crested (Flat Top) Weir is computed by the formula $Q = 0.35 \times B \times (2g)^{0.5} \times H^{1.5}$
 - Where
 - Q = water flow rate, m³/sec
 - B = 50 ft = 15.24 m = width of weir, meters
 - G = gravitational constant, 9.81
 - H = 1.79 ft = 0.55 m = height, meters
 - Q = $0.35 \times 15.24 \times (2 \times 9.81)^{0.5} \times 0.55^{1.5} = 6.83 \text{ m}^3/\text{sec}$
 - Q = 225 ft³/sec



12/30/2008 22

23.60

Flow Over a Broad Crested (Flat Top) Weir is computed by the formula $Q = 0.35 \times B \times (2g)^{0.5} \times H^{1.5}$

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Q = 225 ft³/sec

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 11
- Drainage

Slide 46

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Previously Noted Issues

Non-Conformance to Design Guidelines:
Drainage

- 122,000 cu ft detention basin includes existing freeway ditches, apartment parking lot and 62,000 cu ft on-site area.
- Drainage Study inconsistent with requirements of Ventura County Hydrology Manual for urban developed areas. Flow gradients 0%-5.2% and streambed lengths 698'-3940'.
- Freeway and apartments flooded if Saticoy drain capacity exceeded by Brown or Franklin Barranca overflow.

12/30/2008 23

23.60

The City of San Buenaventura Administrative Report date 29 Jan 2007, Agenda Item No. Advance 2, Council Action Date February 12, 2007, contains the following slide submitted by the appellant stating that the freeway and apartments would flood if the Saticoy Drain capacity was exceeded by Brown or Franklin Barranca overflow.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 12
Hazards, Soils & Noise

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

23.61

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern.

The EIR does not address different soil types and characteristics which were reported in the site.

23.62

Physical inspection of the Brown Barranca has revealed the actual slope of the stream bank is inconsistent with the slope shown on the topographic maps.

23.63

Projected Noise Levels exceed noise levels for future UC Hansen Trust, Parklands and Citrus Place Parks.

23.64

The above statements are substantiated by information contained in the attached slides.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 12
Hazards, Soils & Noise

Slide 1



Neighbors Together

Wells-Saticoy Community Plan
Environmental Impact Report
EIR-2473 Review Comments

Part 31
Hazards, Soils & Noise


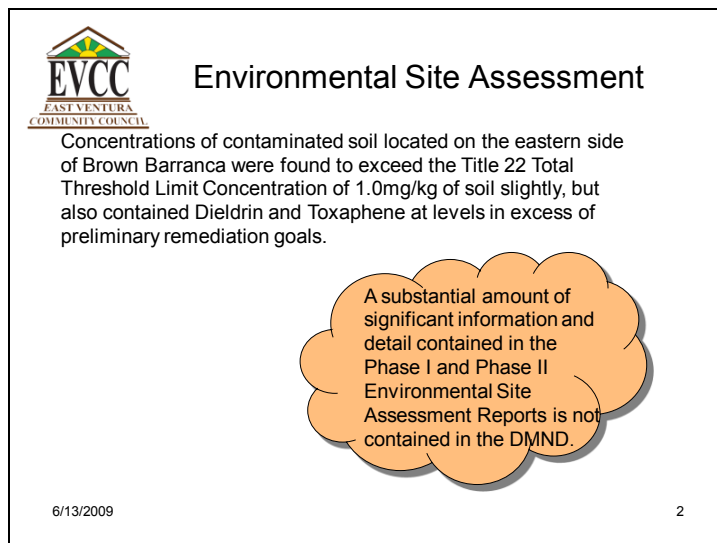


Daniel Cormode
East Ventura Community Council
Planning & Development Committee
29 May 2009

Working Towards The Future

Slide 2

23.65



Environmental Site Assessment

Concentrations of contaminated soil located on the eastern side of Brown Barranca were found to exceed the Title 22 Total Threshold Limit Concentration of 1.0mg/kg of soil slightly, but also contained Dieldrin and Toxaphene at levels in excess of preliminary remediation goals.

A substantial amount of significant information and detail contained in the Phase I and Phase II Environmental Site Assessment Reports is not contained in the DMND.

6/13/2009 2

The EIR is incomplete.
A substantial amount of significant information and detail contained in the Phase I and Phase II Environmental Site Assessment Reports is not contained in the DMND.

Wells-Saticoy Community Plan EIr-2473 Review Comments
Chapter 12
Hazards, Soils & Noise

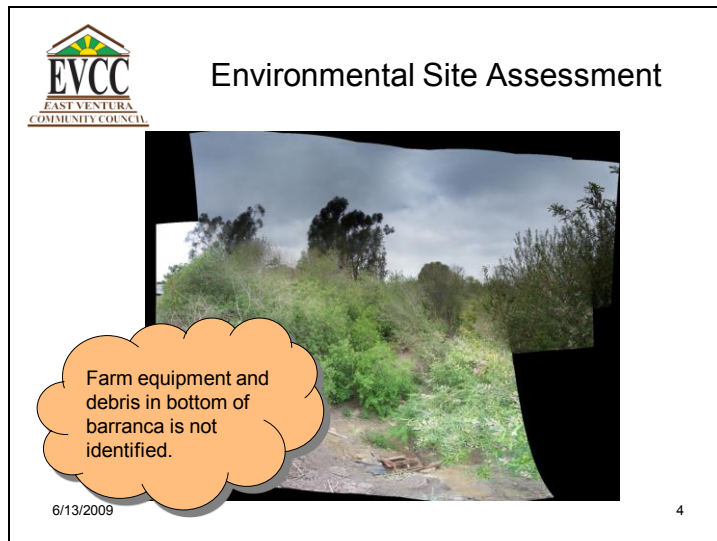
Slide 3



The EIR is incomplete.
A substantial amount of significant information and detail is not contained in the DMND.

23.65


Slide 4



The EIR is incomplete.
A substantial amount of significant information and detail is not contained in the EIR.

Wells-Saticoy Community Plan EIr-2473 Review Comments
Chapter 12
Hazards, Soils & Noise

Slide 5



Asbestos Hazard

- Asbestos Cement. A piece of asbestos cement (AC) approximately 5 feet long and 6 inches in diameter was observed in the southern field area in a pile of agricultural debris.
- Historically, AC pipe was typically installed in irrigation systems expected to have moderate water pressures, which would exceed the strength of concrete pipe but be less than the design strength of AC pipe. The topography of the plan area falls within that range, so it is possible that AC pipe was used in the on-site irrigation system, particularly in the southern portion of the site.
- Asbestos containing material poses a health threat due to its ability to adversely affect humans through respiration.

6/13/20095

Investigation as to the extent and magnitude of an asbestos hazard is based on one remote finding and the supposition of past unrelated historical practices and is incomplete.

23.65

Slide 6



Parklands Well





The existence hazardous asbestos-concrete pipe was not investigated.

66

Both the location and material used to manufacture pipe for the water distribution are not identified in the EIR, although AC material was in common use at least during the middle part of the 20th century

There are numerous water wells and possible asbestos-concrete pipe distribution systems located in the Wells-Saticoy Community which are not reported in the EIR and should be investigated.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 12
Hazards, Soils & Noise

Slide 7

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Liquefaction

- These groundwater measurements, along with soil textural analyses, indicate a potential for liquefaction in the central and north-central portions of the plan area.

Reports and maps of liquefaction areas are not shown.

6/13/2009 7

The EIR is incomplete.
Reports and maps of liquefaction areas are not shown.

23.65

Slide 8

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COMMUNITY COUNCIL

Soil Types

West Bank of Brown Barranca South of Telegraph Road.

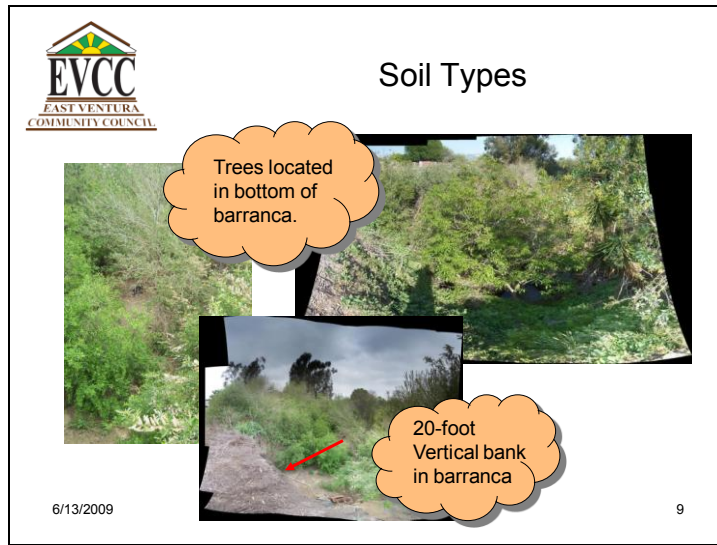
West Bank of Brown Barranca South of Telephone Road.

6/13/2009 8

The EIR does not address soil types and characteristics.
Comparison of eroded areas along Brown Barranca just south of Telegraph and Telephone Roads reveals two types of soil with the depth of the darker type soil greater in the Vicinity of Telephone Road.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 12
 Hazards, Soils & Noise

Slide 9



The EIR misrepresents the barranca land form and vegetation. Topographic maps do not show current 20 foot vertical walls on the side of the barranca. Restoration involves removal and replacement of 30 foot tall trees in the barranca.

23.65

Slide 10

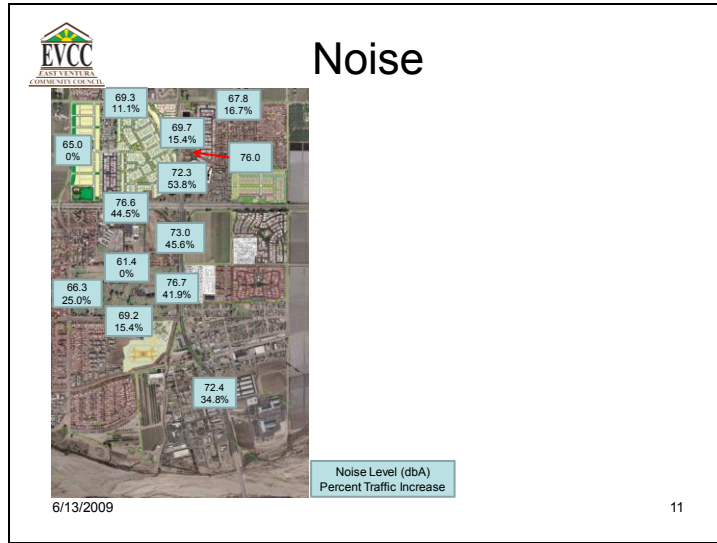
	Designated Zone	Time Interval	Exterior Noise Levels (dbA)
Zone I	Noise sensitive properties	7 a.m.--10 p.m.	50
		10 p.m.--7 a.m.	45
Zone II	Residential properties	7 a.m.--10 p.m.	50
		10 p.m.--7 a.m.	45
Zone III	Commercial properties	7 a.m.--10 p.m.	60
		10 p.m.--7 a.m.	55
Zone IV	Industrial and agricultural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

Noise Regulations:

- Noise Zones are not identified in the Wells-Saticoy EIR-2473 Environmental Impact Report.

Wells-Saticoy Community Plan EIr-2473 Review Comments
Chapter 12
Hazards, Soils & Noise

Slide 11



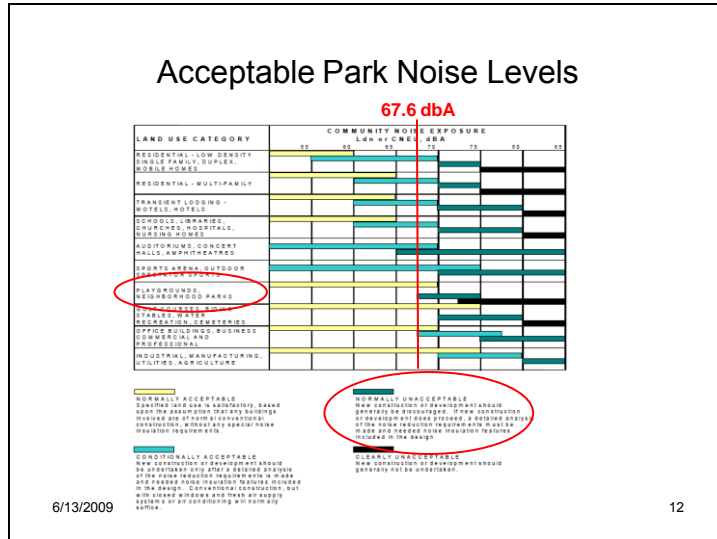
23.65

Noise:

- Projected Noise Levels exceed noise levels for future UC Hansen Trust, Parklands and Citrus Place Parks.
- Projected increase in noise levels in neighborhoods are not estimated.
- 76 dba which is 8 times louder than 65 dba was measured at Wells Road near Clinicas.

Wells-Saticoy Community Plan EIr-2473 Review Comments
Chapter 12
Hazards, Soils & Noise

Slide 12



23.65

Acceptable Park Noise Levels:

- Noise levels above 67.7 dbA for neighborhood parks and playgrounds are normally unacceptable.
- New development or construction should be discouraged.
- Normal conversational levels are in the 60-65 dbA range, and ambient noise levels greater than 65 dbA can interrupt conversations..

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 1

Neighbors Together

Wells-Saticoy Community Plan EIR-2473
Environmental Impact Report Review
Part 07 Comments
Parking



Daniel Cormode
East Ventura Community Council
Planning & Development Committee
14 June 2009

Working Towards The Future

7/16/2009 Part 07 - Parking 1

23.66

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 2

Parking

- Inadequate Parking
- Existing Problems.
 - Oxnard - Bartolo Square South Neighborhood.
 - Northbank Greens
- New Urbanists are Out of Touch with Reality
 - Traditional Neighborhood Development (TND)
 - Walkable Neighborhoods.
- Parking Demographics for Census Tracts 12.01, 13.01 & 13.02
 - Vehicles Per Household
 - Parking Spaces & Vehicles Per Household
 - Vehicles Available to Household
 - Spaces Per Dwelling Unit
 - Streets, Alleys and Public Liability
- Specific Plan Parking Requirements

7/16/2009 Part of - Parking 2

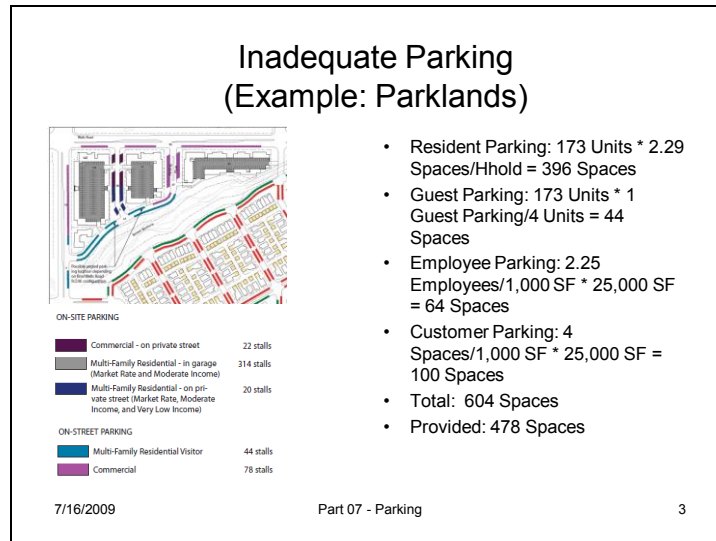
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Parking

Existing Problems.
Bartolo Square South Neighborhood in Oxnard
Northbank Greens
New Urbanists are Out of Touch with Reality
Traditional Neighborhood Development (TND)
Walkable Neighborhoods.
Parking Demographics for Census Tracts 12.01, 13.01 & 13.02
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Streets, Alleys and Public Liability
Specific Plan Parking Requirements

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 3



23.66

Inadequate Parking (Example: Parklands)

- Reducing parking requirements for studio or 1 bedroom units will result in a shortage of parking.
 - Residential: 1 space per studio or 1 bedroom unit and 2 spaces per 2 or more bedroom unit, one in a covered structure.
 - Residential Guest: 0.25 spaces per unit .
 - Commercial: 4 spaces / 1,000 sf
- Allowing on street parking increases congestion and adversely impact the walkability of the neighborhood.
 - A parking space reduction of five off-street spaces per shared vehicle with separate parking space may be provided by the development, but not less than one off-street space per dwelling unit.
 - Spaces may be located on street (See Figure 4.19, Parking Plan)
- US Census Data shows an average of 2.29 vehicles are available per household.
- The above example shows the proposed Parklands development to be short 126 parking spaces for the multi-family component.

Slide 4

Existing Parking Problems

- Property owners in three central Oxnard neighborhoods won the right to flatten curbs and pave over front yards to alleviate parking problems after the City Council Tuesday unanimously gave its permission for the plan.*
- Tuesday's decision ends the dustup over parking problems in Bartolo Square North, Bartolo Square South and Hill Street neighborhoods. Overcrowded housing has left few parking spots in those neighborhoods.*
- * Ventura County Star 2007 06 20

7/16/2009 Part 07 - Parking 4

23.66

Existing Parking Problems



Property owners in three central Oxnard neighborhoods won the right to flatten curbs and pave over front yards to alleviate parking problems after the City Council Tuesday unanimously gave its permission for the plan.*

Tuesday's decision ends the dustup over parking problems in Bartolo Square North, Bartolo Square South and Hill Street neighborhoods. Overcrowded housing has left few parking spots in those neighborhoods.*

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 5

**Bartolo Square South
Neighborhood Characteristics**



Parcel Sizes 60' x 101' & 63' x 95'
Front or Alley Loaded Garages
Up to 7 vehicles per parcel (2 Garage, 2 Off Street & 3 On Street)

5

23.66

Bartolo Square South Neighborhood Characteristics

Parcel Sizes 60' x 101' & 63' x 95'
Front or Alley Loaded Garages
Up to 7 vehicles per parcel (2 Garage, 2 Off Street & 3 On Street)

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 6

**Northbank Greens
Parking Issues Created by
Overcrowding**

Illegal Parking
Neighborhood disputes.
Increased calls for public
police and fire service.



Insufficient Parking Spaces
Alleys & Narrow Lots
decrease total parking
space availability

6

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Northbank Greens - Parking Issues Created by Overcrowding

Illegal Parking

Neighborhood disputes.

Increased calls for public police and fire service

Insufficient Parking Spaces

Alleys & Narrow Lots decrease total parking space availability

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 7



23.66

Northbank Greens

Garage Uses – Storage, Parking & Occupancy

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 8

What the New Urbanists Believe

- "There isn't one thing that conventional development can do as well as TND," Duany told the builders at the seminar.
- Opponents often claim TND, which is rooted in the historic urban planning concepts of colonial America, can't deal with the reality that American families now own as many as two, three, or even four automobiles. "It's a fallacy," Duany responds.
- "A conventional (front-loaded) 50-foot lot can accommodate five cars. Two in the garage, two in the driveway, and one parked on the street in front of the house. And the two in the driveway are blocking those in the garage.
- "By contrast, a 50-foot TND lot, with the garage at the rear, on the alley, can accommodate seven cars. Two in the garage, three in guest parking spaces across the back of the lot (beside the garage), and two parked on the street in front of the house (since there is no driveway in front)."
- TND allows homeowners the freedom of a pedestrian-oriented neighborhood where one car is enough, says Duany. "But if you chose to have more, TND gives you more places to put them, or a boat or a recreational vehicle. And the storage of those toys is not out front, where it ruins the 'curb appeal' of the home.
- "Moreover, even though a TND lot has seven parking spaces, compared to five on a conventional lot, the cars in the garage are never blocked, as they are by cars in the driveway of a conventional lot."
- "By contrast, a 50-foot TND lot, with the garage at the rear, on the alley, can accommodate seven cars. Two in the ga-rage, three in guest parking spaces across the back of the lot (beside the garage), and two parked on the street in front of the house (since there is no driveway in front)."
- Duany: TND Will Defuse Anti-Growth Politics. By: Bill Lurz, Senior Editor, *February 6, 2000*, Professional Builder

7/16/2009 Part 07 - Parking 8

23.66

What the New Urbanists Believe


Contrary to the above statement, a 50-foot Single Family Home on 50-foot TND lot, with the garage at the rear, on the alley, can only accommodate **four** cars. Two in the garage and two parked on the street in front of the house.

"TND allows homeowners the freedom of a pedestrian-oriented neighborhood where one car is enough" is not supported by US Census demographic data.

Only 32.1% of the households have one vehicle available.
Two or more vehicles are available to 62.6% of the households.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 9



**Parking Demographics for
Census Tracts 12.01, 13.01 &
13.02**

- Vehicles Per Household
- Parking Spaces & Vehicles Per Household
- Vehicles Available to Household
- Spaces Per Dwelling Unit
- Streets, Alleys and Public Liability

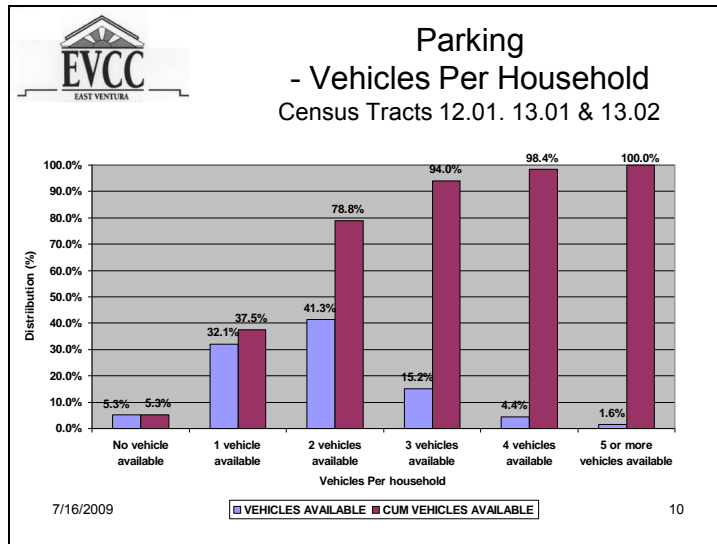
7/16/2009 Part 07 - Parking 9

23.66

Source: 2000 US Census Tracts 12.01, 13.01 & 13.02

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 13
 Parking

Slide 10

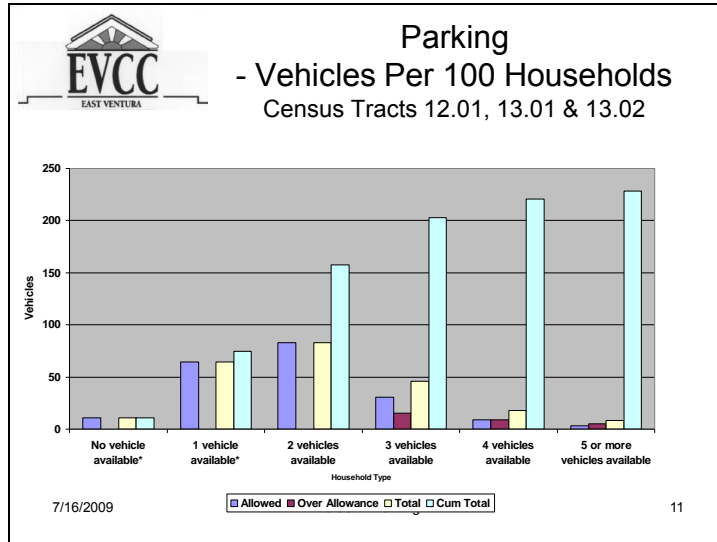


23.66

Households owning at least two vehicles comprise 78.8% of the population.
 Ref: QTXLS Presentation Download Vehicles Available 1201 1301 1302

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 13
 Parking

Slide 11

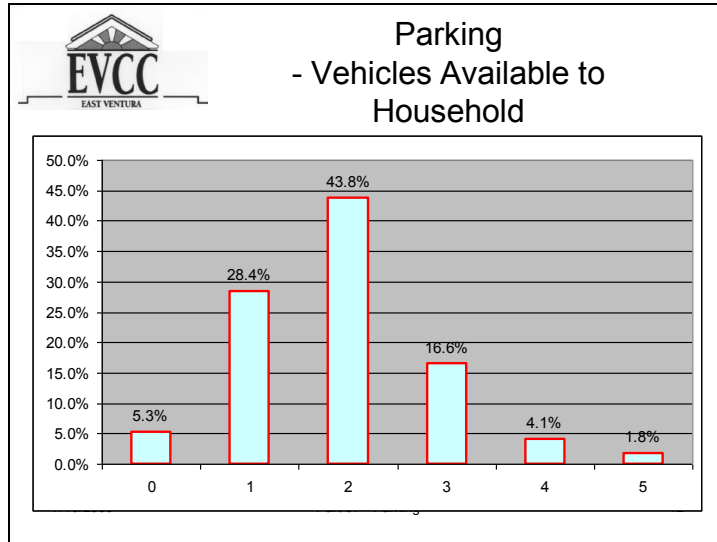


23.66

Source: 2000 US Census Tracts 12.01, 13.01 & 13.02

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 12

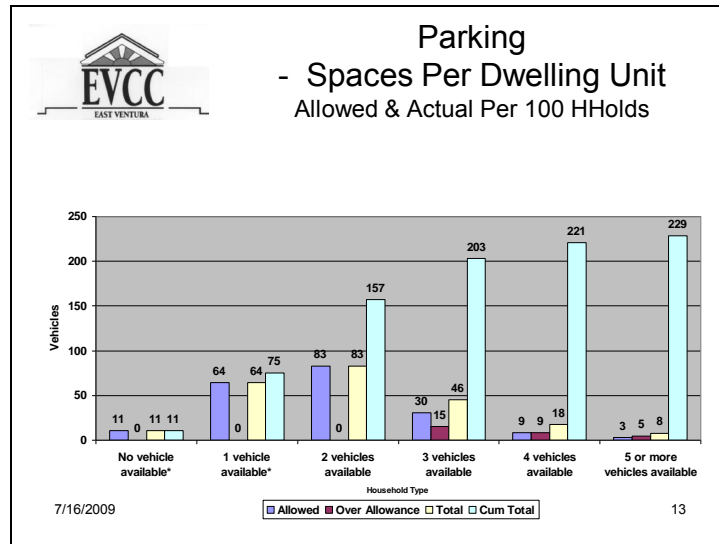


23.66

Source: Census 2000 Demographic Profile for ZIP Code Area 93004.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 13
 Parking

Slide 13

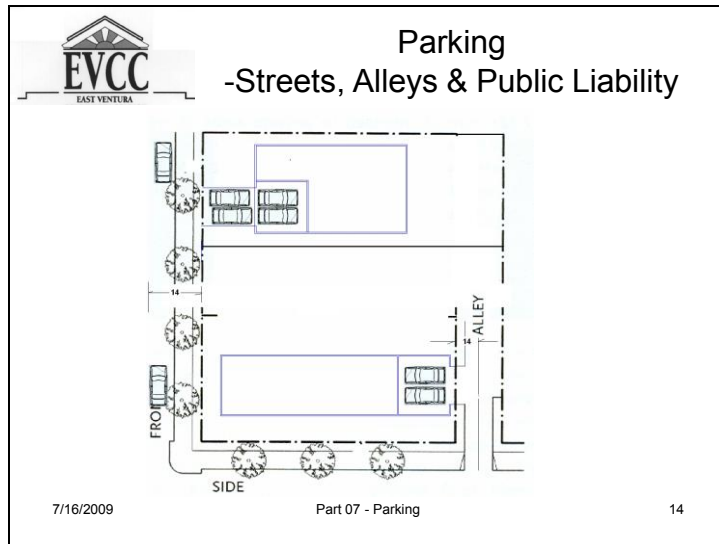


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It is estimated that there are 229 on and off-site parking spaces required per 100 household (2.29 spaces per DU). The estimate is based on the premise that each household is allowed at least two covered parking spaces per dwelling unit.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 14



23.66

Elimination of alleys decreases the space subject to maintenance and public liability by 50% and increases the number of on-site parking spaces.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 15

Specific Plan Parking Rqmts

Downtown Specific Plan Parking Space Requirements						
	T4. 1	T4. 2	T4. 3	T4. 4	T5.1	T6.1
	Urban General 1	Urban General 2	Urban General 3	Thompson Corridor	Neighborhood Corridor	Urban Core
Residential	1 Parking Space Per 1,500 SF. None for single room occupancy units	1 Parking Space Per 1,500 SF. None for single room occupancy units	1 Parking Space Per 1,500 SF. None for single room occupancy units	1 Parking Space Per 1,500 SF. None for single room occupancy units	1 Parking Space Per 1,500 SF. None for single room occupancy units	1 Parking Space Per 1,500 SF. None for single room occupancy units
Non-Residential	2 Per 1,000 SF	2 Per 1,000 SF	2 Per 1,000 SF	2 Per 1,000 SF	2 Per 1,000 SF	2 Per 1,000 SF
The total number of off-street parking spaces required may be reduced if the spaces can be shared among the various uses of a mixed-use development, confirmed through a land use entitlement condition.						
Up to 35% of required off-street parking spaces may be compact.						
Any surplus parking may be compact.						
Up to 100% of the required off-street parking spaces may be provided off-site, but within 1250 ft. of the site and shall be confirmed through a land use entitlement condition.						
A fee may be paid in-lieu of providing the required number of spaces and shall be confirmed through a land use entitlement condition						
7/16/2009	Part 07 - Parking				15	

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Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 16

Specific Plan Parking Rqmts

Midtown Corridor Development Code		
	T4.5	T5.2
	Urban General	Urban Center
Residential	1 Parking Space for Per 1,500 SF of Gross Floor Area or 1.5 Per Dwelling Whichever is Higher. No parking spaces required for affordable housing or single resident occupancy units.	1 Parking Space for Per 1,500 SF of Gross Floor Area or 1 Per Dwelling Whichever is Higher. No parking spaces required for affordable housing or single resident occupancy units.
Non Residential	2 spaces per 1,500 SF of gross floor area.	2 spaces per 1,000 SF of gross floor area office. 3 spaces per 1,000 SF of gross floor area retail.
Each site shall be provided off-street parking as follows, designed in compliance with the requirements in Zoning Ordinance Chapter 24.415		
A multi-use site may provide shared parking with the required number of spaces reduced in compliance with Section 30203.32 (Shared Parking).		

7/16/2009
Part 07 - Parking
16

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Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 17

Specific Plan Parking Rqmts			
	T-4	T3.2	T3.1
	Corridor	Neighborhood General	Neighborhood Edge
Parking			
Residential (Market Rate)	2 on-site spaces per unit	2 on-site spaces per unit	2 on-site spaces per unit
Residential (Moderate Income)	2 spaces per unit++		
Residential (Very Low Income)	1 space per unit++		
Residential (Guest)	0.25 spaces per unit++		
Live-Work	2 on-site spaces per unit	2 on-site spaces per unit.	
Live-Work Guest	0.25 spaces per unit		
Carriage House			1 on-site uncovered space per unit.
Commercial	4 spaces per 1,000 SF++	Part 07 - Parking	

23.66

17

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 18

Specific Plan Parking Rqmts			
Building Height	Maximum height to parapet or eave: 50 FT.	Maximum height to parapet or eave: 25 FT.* Occupiable Attic Space may be occupied and not count as a story when applying height limits of applicable zone. Occupiable attic space shall not exceed 75% of ground floor footprint.	Maximum height to parapet or eave: 25 FT.* Occupiable Attic Space may be occupied and not count as a story when applying height limits of applicable zone. Occupiable attic space shall not exceed 75% of ground floor footprint. For dwellings within the Neighborhood Edge Overlay, upper floor windows shall not be allowed to face the rear yard.

7/16/2009 Part 07 - Parking 18

23.66

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 13
Parking

Slide 19

Specific Plan Parking Rqmts	
Carriage House	???
Single Family House	Required parking shall be accommodated within a garage or carport
Duplex, Triplex and Quadplex	Required parking shall be in garages which may contain up to 4 cars.
Bungalow Court	Required parking shall be at-grade and within garages or carports which may contain up to 6 cars.
Rowhouse	Required parking shall be within a garage, which may be attached to or separated from the dwelling.
Live-Work	Required parking for one car shall be in a garage which may be attached to, or detached from, the building. The remaining required parking spaces may be within a garage, carport, or be uncovered.
Courtyard Housing	Required parking shall be at-grade (surface or garage) or subterranean.
7/16/2009	Part 07 - Parking 19

23.66

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 14

Public Transportation - Bus

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

23.67

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern.

The EIR does not address the physical, economic or social impacts of the increased demand for public bus service created by either the specific residential development or the cumulative impact of residential development.

23.68

The EIR does not address the capability of the public bus service to meet the intent of Senate Bill 375 which requires metropolitan planning organizations to include sustainable communities strategies for the purpose of: reducing greenhouse gas emissions; aligning planning for transportation and housing; and makes findings and declarations concerning the need to make significant changes in land use and transportation policy in order to meet the greenhouse gas reduction goals established by Assembly Bill 32

23.69

The above statements are substantiated by information contained in the attached slides

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 14
Public Transportation - Bus

Slide 1



Neighbors Together

Wells-Saticoy Community Plan EIR-2473
Environmental Impact Report Review
Part 08 Comments
Public Transportation - Bus



6/14/2009


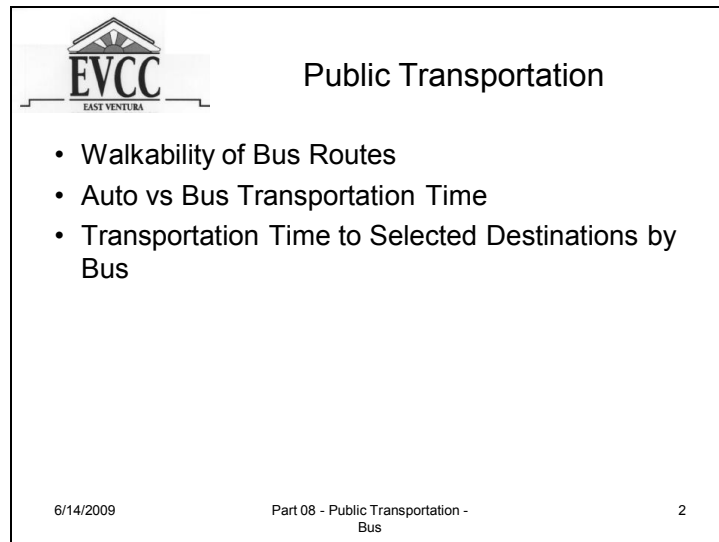
Part 08 - Public Transportation - Bus

Daniel Cormode
East Ventura Community Council
Planning & Development Committee
14 June 2009

Working Towards The Future

1

Slide 2



Public Transportation

- Walkability of Bus Routes
- Auto vs Bus Transportation Time
- Transportation Time to Selected Destinations by Bus

6/14/2009

Part 08 - Public Transportation - Bus

2

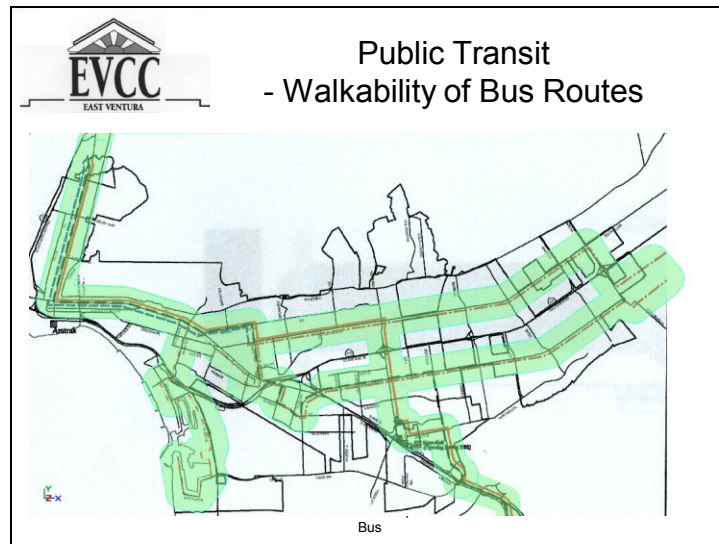
23.70

Public Transportation

Walkability of Bus Routes
Auto vs Bus Transportation Time
Transportation Time to Selected Destinations by Bus

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 14
 Public Transportation - Bus

Slide 3



Public Transit - Walkability of Bus Routes

It is estimated that at least one half of the residents do not live within a walkable distance from a public bus stop. The terrain slopes in neighborhoods above Foothill Road or Poli Street prevent making bus stops walkable.

23.70

Source: SCAT Map

Slide 4

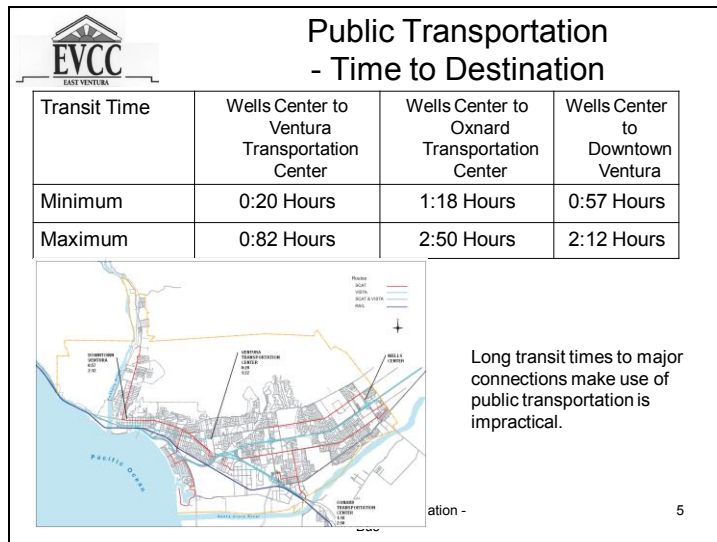
Public Transportation Public Transit vs Private Vehicle			
	Estimated Travel Time Using Public Transit (excluding layover time for transfer) ^[1]	Private Vehicle ^[2]	Increase in Travel Time to Use Public Transit
Ojai to Downtown	1:07	0:25	0:42
Oxnard Transportation Center to Downtown	1:04	0:14	0:50
Harbor to Downtown	0:45	0:09	0:36
Wells Center to Downtown	0:37	0:11	0:26

6/4/2009
 Source: SCAT Transit Schedules
 [1] Source: Mapquest Travel Directions and Times
 Part 08 - Public Transportation - Bus
 4

Public Transportation - Public Transportation

Utilizing Public Transit in lieu of a Private Vehicle for transportation increases the travel time to reach a destination between 26 and 50 minutes.

Slide 5



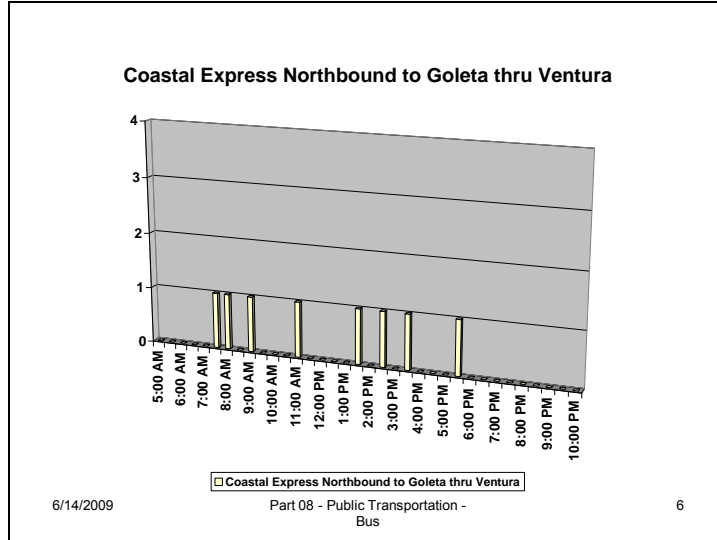
23.70

Long transit times to major connections make use of public transportation is impractical. Transit times were derived from local bus schedules

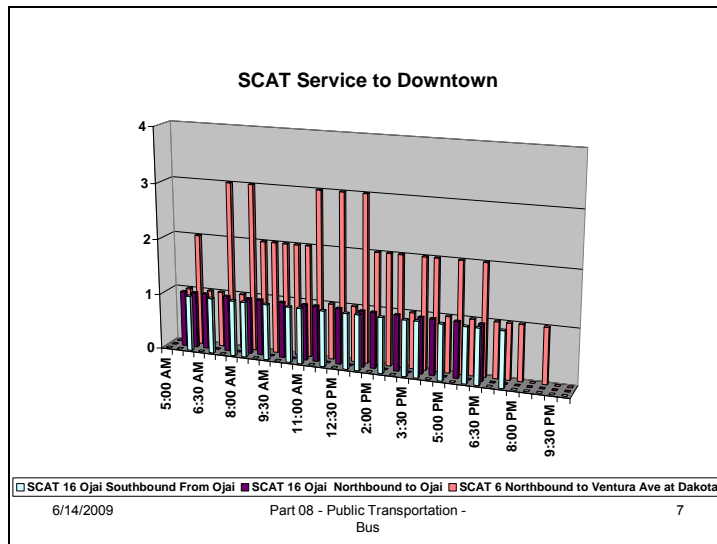
- The transit time from Wells Center to the Ventura Transportation Center is calculated to be from 20 to 82 minutes.
- The transit time from Wells Center to the Oxnard Transportation Center is calculated to be from 78 to 170 minutes.
- The transit time from Wells Center to Downtown Ventura is calculated to be from 57 minutes to 132 minutes.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 14
 Public Transportation - Bus

Slide 6



Slide 7



23.70

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern.

The EIR does not address the physical, economic or social impacts of the increased demand for public rail service created by either the specific residential development or the cumulative impact of residential development.

Rail schedules and service does not make public transportation by rail a viable alternative for most employees.

The EIR does not address the capability of the public rail service to meet the intent of Senate Bill 375 which requires metropolitan planning organizations to include sustainable communities strategies for the purpose of: reducing greenhouse gas emissions; aligning planning for transportation and housing; and makes findings and declarations concerning the need to make significant changes in land use and transportation policy in order to meet the greenhouse gas reduction goals established by Assembly Bill 32.

The above statements are substantiated by information contained in the attached slides

23.71

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 15
Public Transportation - Rail

Slide 1



Neighbors Together

Wells-Saticoy Community Plan EIR-2473 Environmental Impact Report
Part 23 Review Comments
Public Transportation - Rail




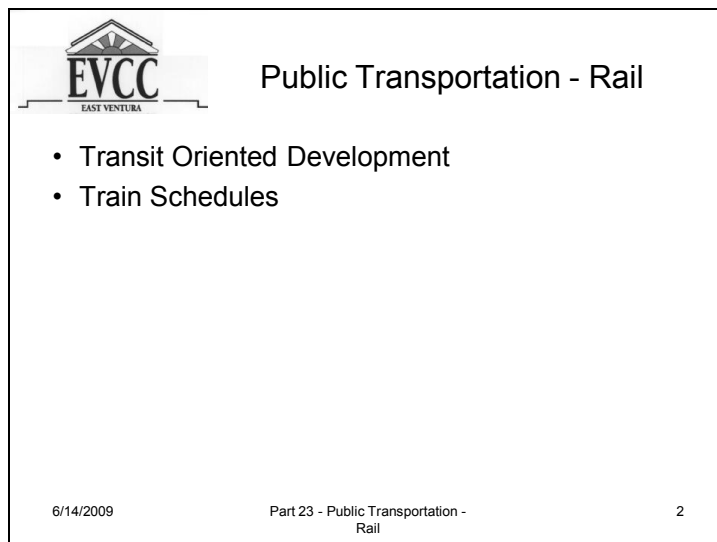
6/14/2009

Daniel Cormode
East Ventura Community Council
Planning & Development Committee
14 June 2009

Working Towards The Future

Part 23 - Public Transportation - Rail 1

Slide 2



Public Transportation - Rail

- Transit Oriented Development
- Train Schedules

6/14/2009

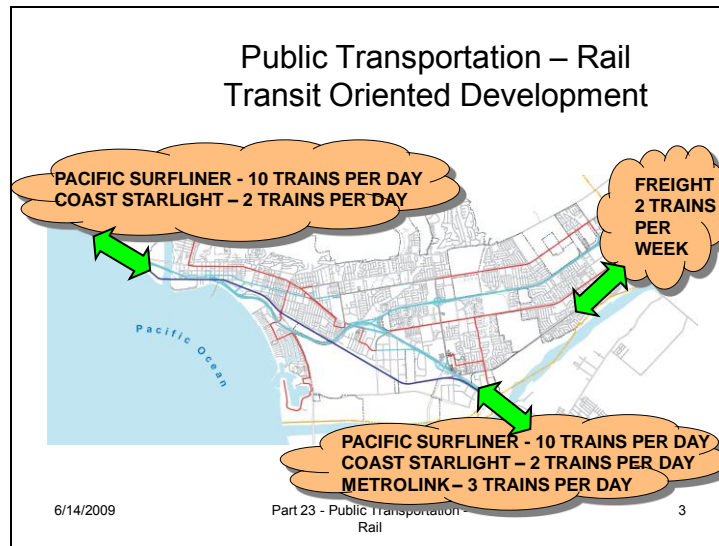
Part 23 - Public Transportation - Rail 2

23.71

Public Transportation

- Walkability of Bus Routes
- Auto vs Bus Transportation Time
- Transportation Time to Selected Destinations by Bus

Slide 3



23.71

Rail Transit Oriented Development:

Rehabilitation of the Saticoy Train Station is not supported by the frequency of daily trains (No daily trains).

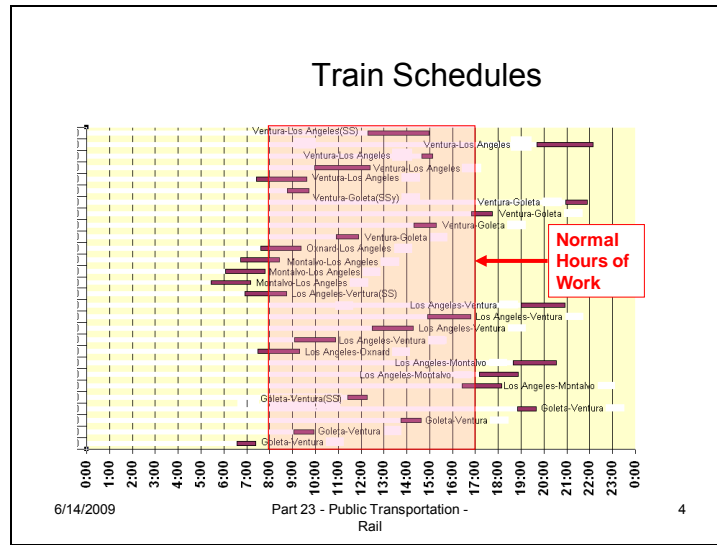
No common rail transit Center

Fairgrounds Station serves Pacific Surfliner and Coast Starlight

Montalvo Station serves Metrolink

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 15
 Public Transportation - Rail

Slide 4

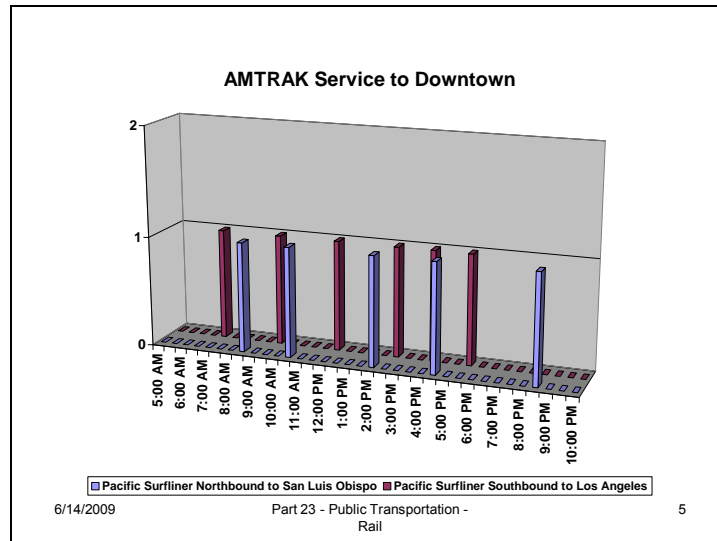


Train Schedules are not compatible with employee work schedules:

No trains are available for employees working 12:00PM to 8:00AM or 4:00 PM to 12:00PM shifts.
 Only 2 of 8 daily trains arrive in Los Angeles from Montalvo to meet needs of employees working an 8:00AM to 5:00PM shift.
 Only 2 of 7 daily trains arrive in Montalvo from Los Angeles to meet needs of employees working an 8:00AM to 5:00PM shift.

23.71

Slide 5



Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 16
Quality Housing & Greenhouse Emissions

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern.

The EIR does not address the intent of Senate Bill 375 which requires metropolitan planning organizations to include sustainable communities strategies for the purpose of: reducing greenhouse gas emissions; aligning planning for transportation and housing; and makes findings and declarations concerning the need to make significant changes in land use and transportation policy in order to meet the greenhouse gas reduction goals established by Assembly Bill 32

The above statements are substantiated by information contained in the attached slides.

23.72

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 16
Quality Housing & Greenhouse Emissions

Slide 1

Neighbors Together

Wells-Saticoy Community Plan
EIR-2473 Environmental
Impact Report Review
Comments

Part 17 - Quality Housing &
Greenhouse Gas Emission Reduction
Goals

7/15/2009

The EIR fails to demonstrate how the design and location of the proposed project supports quality housing and greenhouse gas emission goals.


Daniel Comode
East Ventura Community Council
Planning & Development Committee
06 June 2009

Working Towards The Future

23.72

The EIR fails to demonstrate how the design and location of the proposed project support supports new urbanism concepts.

Slide 2



New Urbanism & Ventura – Walkability (Destinations)

- A Walkable Neighborhood is... a place where people live within walking distance to most places they want to visit, whether it is school, work, a grocery store, a park, church, a bank, retail shops, a drug store, and so on.^[1]
- **The generally accepted walking distance is a radius of ¼ mile. The proposed Parklands and UC Hansen Trust Specific Plan neighborhoods do not meet the above definition for a walkable neighborhood since there are no public schools, places of work, grocery stores, churches, retail shops or drug stores within walking distance of the parcels.**
- ^[1] What is a walkable neighborhood?, <http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>


7/15/2009 2

23.73

A Walkable Neighborhood is... a place where people live within walking distance to most places they want to visit, whether it is school, work, a grocery store, a park, church, a bank, retail shops, a drug store, and so on.^[1] **The generally accepted walking distance is a radius of ¼ mile. The proposed Parklands and UC Hansen Trust Specific Plan neighborhoods do not meet the above definition for a walkable neighborhood since there are no public schools, places of work, grocery stores, churches, retail shops or drug stores within walking distance of the parcels.**

^[1] What is a walkable neighborhood?,
<http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>

Slide 3



**New Urbanism & Ventura
– Walkability (Transit)**

- A Walkable Neighborhood is... a place where walking, biking, or mass transit are the preferred means of transportation, and motorized vehicles are used on rare occasions.^[1]
- **The proposed Parklands and UC Hansen Trust Specific Plan neighborhoods do not meet the above definition for a walkable neighborhood. While city government may prefer walking, biking, or mass transit as the preferred means of transportation, mass transit is not practical or readily available to most destinations such as public schools, places of work, grocery stores, churches and medical facilities. Over 98% of the population uses motorized vehicles for transportation.**

^[1] What is a walkable neighborhood?,
<http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>


7/15/2009 3

23.73

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^[1] What is a walkable neighborhood?,
<http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>

Slide 4



New Urbanism & Ventura – Walkability - Safety

- A Walkable Neighborhood is... an environment that is pleasant and safe to walk or bike in at all hours of the day.^[1]
- **With the exception of Wells Road and portions of Telegraph Road, walking and biking is safe and pleasant at all hours of the day. 21202. Narrow residential streets proposed by the Parklands and UC Hansen Trust Specific Plans adversely impact bicycle safety by causing bicyclists to move in and out of the traffic lane since, with certain exceptions, the California Vehicle Code Section 21202 (a) requires any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway.**^[2]
- ^[1] What is a walkable neighborhood?, <http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>
- ^[2] California Vehicle Code Section 21202(a).


7/15/2009 4

23.73

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^[1] What is a walkable neighborhood?,
<http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>
^[2] California Vehicle Code Section 21202(a).

Slide 5



**New Urbanism & Ventura
– Walkability (Schools)**

- A Walkable Neighborhood is... a place where children can walk or bike safely to school in a friendly environment, and costly school buses are not necessary.^[1]
- **Due to the distance from elementary, middle and high schools, transportation of children living in the proposed Parklands and UC Hansen Trust Specific Plan neighborhoods to school will generally be by motorized transportation. Some students in the upper middle school and high school grades may ride bicycles to school, however, safety is compromised along certain sections of Telegraph Road.**
- ^[1] What is a walkable neighborhood?, <http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>


7/15/2009 5

23.73

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^[1] What is a walkable neighborhood?,
<http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>

Slide 6



New Urbanism & Ventura – Walkability (Sense of Place)

- A Walkable Neighborhood is... a place that has a distinctive identity or character that people want to visit, often referred to as a *sense of place*.^[1]
- **The neighborhoods created by the proposed Parklands and UC Hansen Trust Specific Plans do not create a sense of place due to higher than normal housing density, narrower than normal front setbacks, excessive height, lack of adequate private and front recreation area and narrow streets.**
- ^[1]What is a walkable neighborhood?,
<http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>


7/15/2009 6

23.73

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^[1]What is a walkable neighborhood?,
<http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>

Slide 7



New Urbanism & Ventura – Walkability (Interconnectivity)

- A Walkable Neighborhood is... a building block of the walkable community, where neighborhoods are interconnected, but maintain their own distinctive qualities and characteristics.^[1]
- **There is little difference between the proposed Parklands and UC Hansen Trust Specific Plans with respect to higher than normal housing density, narrower than normal front setbacks, excessive height, lack of adequate private and front recreation area and narrow streets since the two specific plans are being developed by the same architect, Moule & Polyzoides. Form based code will further limit the variation in distinctive qualities and characteristics of the two neighborhoods.**
- ^[1] What is a walkable neighborhood?, <http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>


7/15/2009 7

23.73

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^[1] What is a walkable neighborhood?,
<http://www.walkableneighborhoods.com/whatis/what-is-a-walkable-neighborhood>

Slide 8



New Urbanism & Ventura – Walkability (Streets)

- Walkability: Most things within a 10-minute walk of home and work; Pedestrian friendly street design (buildings close to street; porches, windows & doors; tree-lined streets; on street parking; hidden parking lots; garages in rear lane; narrow, slow speed streets); and Pedestrian streets free of cars in special cases.^[1]
- **The proposed Parklands and UC Hansen Trust Specific Plan neighborhoods do not meet the new urbanism walkability requirements since there are no public schools, places of work, grocery stores, churches, retail shops or drug stores within walking distance of the parcels. Alley loaded garages enable developers to develop narrower lots and have no relationship to the pedestrian friendliness of the street. An average of only 0.4 vehicles per hour would cross over the sidewalk at the standard vehicle trip generation rate of 10 vehicle trips per day.**

^[1]Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>


7/15/2009 8

23.73

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^[1]Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>

Slide 9



**New Urbanism & Ventura
– Connectivity**

- Connectivity: Interconnected street grid network disperses traffic & eases walking; A hierarchy of narrow streets, boulevards, and alleys; High quality pedestrian network and public realm makes walking pleasurable.[1]
- **The proposed Parklands and UC Hansen Trust Specific Plans negatively impact the quality of the pedestrian network and public realm of the Wells-Saticoy Community by introducing higher than normal housing density, narrower than normal front setbacks, excessive height, lack of adequate private and front recreation area and narrow streets. Narrowing Wells and Telegraph Roads negatively impacts the ability for future expansion.**

[1] Principles of New Urbanism,
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7/15/2009 9

23.73

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[1] Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>

Slide 10



New Urbanism & Ventura – Mixed Use & Diversity

- **Mixed-Use & Diversity:** A mix of shops, offices, apartments, and homes on site; Mixed-use within neighborhoods, within blocks, and within buildings; and, Diversity of people - of ages, income levels, cultures, and races^[1].
- **Livable Neighborhoods** are compact, well-designed, sustainable communities designed to enhance local identity, provide diverse housing options, increase land use efficiency, increase local employment and support alternative travel modes.^[2] A sufficiently large population, housing and economic base within a small radius is required in order for to neighborhood to contain a mix of shops, offices, apartments, and homes on site, increase local employment and support alternative travel modes, for which none of these characteristics exist in the Saticoy-Wells community. Creating neighborhood with a diversity of people with different ages, income levels, cultures, and races is a social engineering goal which is not consistent with human behavior where people of different ages, income levels, cultures, and races tend to congregate and socialize together own social groups.

^[1] Principles of New Urbanism, <http://www.newurbanism.org/newurbanism/principles.html>
^[2] TDM Encyclopedia, <http://www.vtapi.org/tdm/tdm24.htm>

7/15/2009 10


23.73

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^[1] Principles of New Urbanism, <http://www.newurbanism.org/newurbanism/principles.html>

^[2] TDM Encyclopedia, <http://www.vtapi.org/tdm/tdm24.htm>

Slide 11



**New Urbanism & Ventura
– Mixed Housing**

- Mixed Housing: A range of types, sizes and prices in closer proximity.^[1]
- **Housing in close proximity with a density of greater than 8 dwelling units per acre is a direction violation of the 2005 General Plan and incompatible with the surrounding community.**
- ^[1] Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>

7/15/2009 11

23.73

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^[1] Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>

Slide 12



New Urbanism & Ventura – Quality Architecture & Design

- Quality Architecture & Urban Design: Emphasis on beauty, aesthetics, human comfort, and creating a sense of place; Special placement of civic uses and sites within community. Human scale architecture & beautiful surroundings nourish the human spirit^[1].
- **Higher than normal housing density, narrower than normal front setbacks, excessive height, lack of adequate private and front recreation area and narrow streets detract from human scale architecture and beautiful surroundings. Form Based Coding creates neighborhoods where the maximum sizes form is placed on the smallest size site creating unattractive neighborhoods repetitious neighborhoods.**
- ^[1] Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>

7/15/2009 12

23.73

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^[1] Principles of New Urbanism,
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Slide 13



New Urbanism & Ventura – Traditional Neighborhood Structure

- Traditional Neighborhood Structure: Discernable center and edge; Public space at center; Importance of quality public realm; public open space designed as civic art; Contains a range of uses and densities within 10-minute walk. Transect planning: Highest densities at town center; progressively less dense towards the edge. The transect is an analytical system that conceptualizes mutually reinforcing elements, creating a series of specific natural habitats and/or urban lifestyle settings. The Transect integrates environmental methodology for habitat assessment with zoning methodology for community design. The professional boundary between the natural and man-made disappears, enabling environmentalists to assess the design of the human habitat and the urbanists to support the viability of nature. This urban-to-rural transect hierarchy has appropriate building and street types for each area along the continuum.^[1]
- **The Parklands and UC Hansen Trust Specific Plans and the Wells-Saticoy Community Plan fail to follow the concepts of the transect.**

^[1] Principles of New Urbanism,
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7/15/2009 13

23.73

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^[1] Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>

Slide 14



**New Urbanism & Ventura
– Increased Density**

- Increased Density: More buildings, residences, shops, and services closer together for ease of walking, to enable a more efficient use of services and resources, and to create a more convenient, enjoyable place to live. New Urbanism design principles are applied at the full range of densities from small towns, to large cities.^[1]
- **The Wells-Saticoy community being proposed by the Community and Specific Plans will not have the density and variation of residences and close proximity of shops, services and employment for the community to defined as walkable.**
- ^[1]Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>


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23.73

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<http://www.newurbanism.org/newurbanism/principles.html>

Slide 15



New Urbanism & Ventura – Smart Transportation

- Smart Transportation: A network of high-quality trains connecting cities, towns, and neighborhoods together; Pedestrian-friendly design that encourages a greater use of bicycles, rollerblades, scooters, and walking as daily transportation. [1]
- **There is no high-quality or frequent bus or rail service or station in the Wells-Saticoy community to provide smart transportation**
- [1] Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>

7/15/2009 15

23.73

Smart Transportation: A network of high-quality trains connecting cities, towns, and neighborhoods together; Pedestrian-friendly design that encourages a greater use of bicycles, rollerblades, scooters, and walking as daily transportation. [1] **There is no high-quality or frequent no bus or rail service or station in the Wells-Saticoy community to provide smart transportation**

[1] Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>

Slide 16



New Urbanism & Ventura
– Sustainability


- Sustainability: Minimal environmental impact of development and its operations; Eco-friendly technologies, respect for ecology and value of natural systems;

7/15/2009 16

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Slide 17



**New Urbanism & Ventura
– Energy Efficiency**

- Energy efficiency; Less use of finite fuels; More local production; and More walking, less driving.^[1]
- **Proposed development will increase dependence upon the automobile since: Mass transit is not practical or readily available to most destinations such as public schools, places of work, grocery stores, churches and medical facilities; and, the proposed communities are not walkable.**
^[1] Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>


7/15/2009 17

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^[1] Principles of New Urbanism,
<http://www.newurbanism.org/newurbanism/principles.html>

Slide 18



New Urbanism & Ventura – Quality of Life

- Quality of Life: Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.^[1]
- **For all the above reasons, the Wells-Saticoy Community Plan, Parklands Specific Plan and UC Hansen Trust Specific Plan will decrease the quality of life for the local residents and depress the human spirit.**
- ^[1] Principles of New Urbanism,
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7/15/2009 18

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Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 16
Quality Housing & Greenhouse Emissions

Slide 19

- The EIR does not address the intent of Senate Bill 375 which requires metropolitan planning organizations to include sustainable communities strategies for the purpose of: reducing greenhouse gas emissions; aligning planning for transportation and housing; and makes findings and declarations concerning the need to make significant changes in land use and transportation policy in order to meet the greenhouse gas reduction goals established by Assembly Bill 32

7/15/2009 19

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Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern.

Determinants of walkability are not discussed.

Walkability and the proximity of sources for retail goods and services are not discussed.

Increase in greenhouse gases created by the distant relationship of sources of retail goods and services and the need for transportation to access those sources is not discussed.

The above statements are substantiated by information contained in the attached slides.

23.73

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

Slide 1

Neighbors Together

Wells-Saticoy Community Plan
Environmental Impact Report
EIR-2473
Review Comments

Part 04
Walkability & Retail

Daniel Cormode
East Ventura Community Council
Planning & Development Committee
16 Jul 2009

7/16/2009

Part 04 – Walkability & Retail

1

Working Towards The Future

23.73

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

Slide 2

Walkability & Retail

- Walkability
- Relation of Retail to Walkability

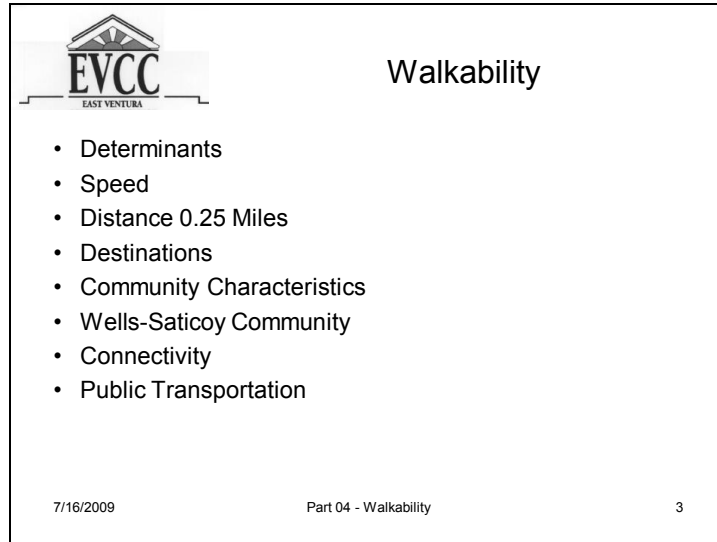
7/16/2009 Part 04 - Walkability 2

23.73

Walkability & Retail
Walkability
Relation of Retail to Walkability

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

Slide 3



EVCC
EAST VENTURA

Walkability

- Determinants
- Speed
- Distance 0.25 Miles
- Destinations
- Community Characteristics
- Wells-Saticoy Community
- Connectivity
- Public Transportation


7/16/2009 Part 04 - Walkability 3

23.73

Walkability

Determinants
Speed
Distance 0.25 Miles
Destinations
Community Characteristics
Wells-Saticoy Community
Connectivity
Public Transportation

Slide 4



Walkability - Determinants

- Larger housing (i.e., greater number of rooms) and owning a car both tended to be associated with a lower likelihood of walking to work, whereas larger household size (i.e., number of persons in the household) and being a female are both associated with a higher likelihood. Plaut, 2004).
- The most commonly stated reasons for using the car for short trips included carrying heavy goods, providing lifts to others, time pressure, the distance involved, and convenience. Mackett (2003)
- Habitual car users choose the automobile instead of walking for short trips because they are averse to the perceived effort required by walking. Loukopoulos and Caning (2005).
- More specifically, not only did participants who drove more regularly have a lower distance threshold for choosing the car compared to those who drove less frequently, but it was also the case that the effect of driving frequency was mediated by a measure of the perceived effort of walking. Loukopoulos and Caning (2005).

7/16/2009 Part 04 - Walkability 4

23.73

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More specifically, not only did participants who drove more regularly have a lower distance threshold for choosing the car compared to those who drove less frequently, but it was also the case that the effect of driving frequency was mediated by a measure of the perceived effort of walking. Loukopoulos and Caning (2005).

Ref: Choice of Driving vs Walking Related to Cognitive Distance, Garling and Loukopoulos

Slide 5



Walkability – Determinants (Cont'd)

Twelve GIS-based environmental variables were found to be significantly associated with walking, including availability of, or distance to various potential destinations.

Grocery stores, eating and drinking places, and retail stores, were positively, and offices and schools were negatively associated with walking in the neighborhood.

Smaller block size, more extensive sidewalk networks along main streets, and higher parcel-level density were positively associated with walking.

7/16/2009 Part 04 - Walkability 5

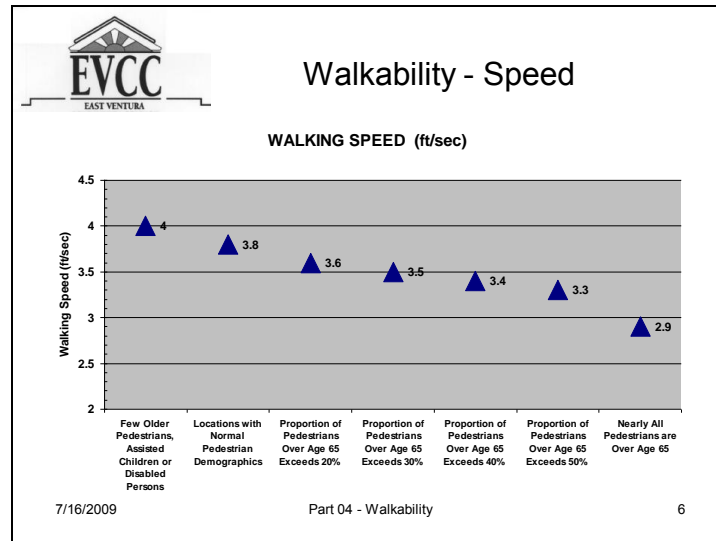
23.73

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Ref: TWO INSTRUMENTS TO SCORE ENVIRONMENTS FOR NEIGHBORHOOD WALKABILITY, November 15, 2005, Anne Vernez Moudon, Dr. es Sc., University of Washington
http://depts.washington.edu/hprc/docs/pr_walk_intro.pdf

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

Slide 6



23.73

Recommended Walking Speeds (Gates, Noyce, and Bill, 2006)

A study of people crossing urban intersections found that pedestrians over the age of 65, children hand-assisted by adults, people with physical disabilities, and groups of two or more pedestrians cross slower on average than the 4.0 feet-per-second (ft/s) walking speed standard commonly used for crosswalks and other pedestrian facilities. Based on this study the researchers recommend the following:

A walking speed of 4.0 ft/s is appropriate only for locations with very few older pedestrians, assisted children, or disabled persons, such as college campuses.

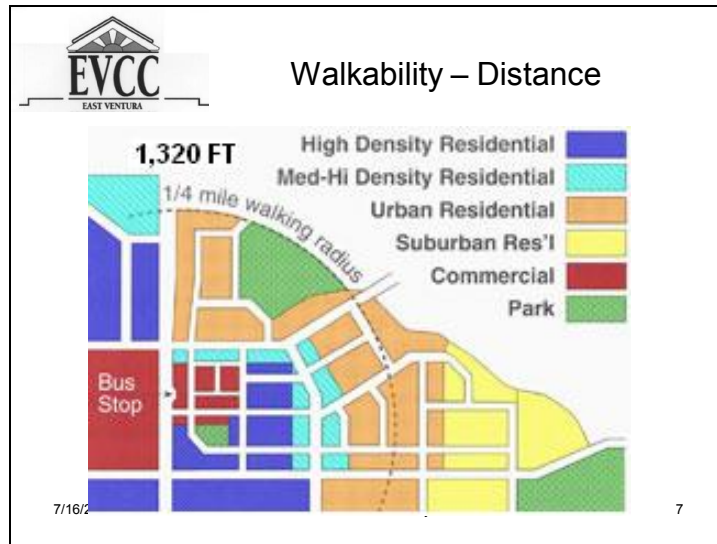
A walking speed of 3.8 ft/s is recommended for timing pedestrian clearance intervals at locations with normal pedestrian demographics (i.e., downtown areas, shopping areas, most neighborhoods, schools areas) or locations where the age or physical disability status of the pedestrian population is unknown.

When the proportion of pedestrians over the age of 65 exceeds 20%, 30%, 40%, and 50% of the total pedestrians at a location, walking speeds of 3.6, 3.5, 3.4, and 3.3 ft/s, respectively, are recommended.

A walking speed of 2.9 ft/s is recommended for intersections where nearly all of the pedestrians are over age 65

Ref: Walkability Improvements, *Strategies to Make Walking Convenient, Safe and Pleasant*, TDM Encyclopedia, Victoria Transport Policy Institute
(<http://www.vtpi.org/tdm/tdm92.htm>)

Slide 7



23.73

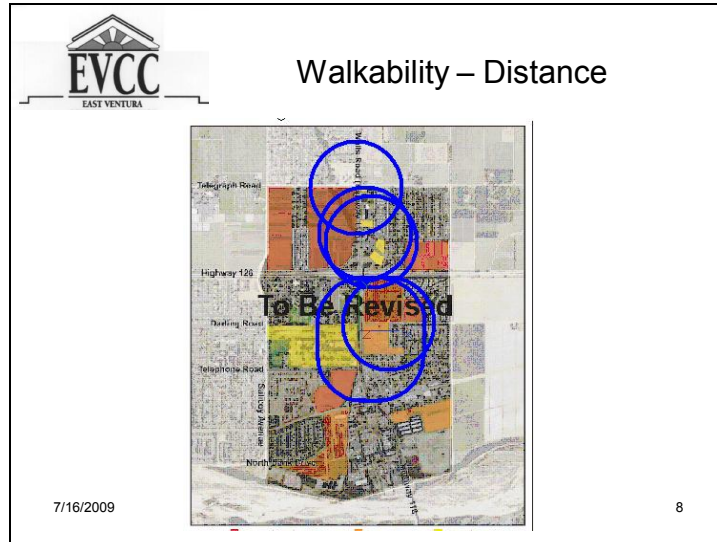
Loukopoulos and Gärling (2005) find that on average people will drive rather than walk for a distance over 1,236 meters (**4,055 ft**), with higher walking thresholds for women, and people who frequently walk, and lower values for more difficult walking conditions and people who frequently drive. The authors conclude that improving walking conditions and marketing campaigns can decrease the frequency of short automobile Studies have shown that 50 % of the local population in Perugia consider 600 meters (**1,968 ft**) or more to be an acceptable walking distance.

Note: **Bold** font added for clarity & comparison purposes.

Ref: Walkability Improvements, *Strategies to Make Walking Convenient, Safe and Pleasant*, *TDM Encyclopedia*, Victoria Transport Policy Institute (<http://www.vtppi.org/tdm/tdm92.htm>)

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

Slide 8



23.73

Location of retail and commercial destinations within a 1/4 mile walking radius.
Ref: Wells-Saticoy Community Plan Draft 2007 02 06

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

Slide 9



23.73


The City of San Buenaventura Wells-Saticoy Community Plan Background Report showed that the residents of the Wells-Saticoy Community travel outside of the local community for meeting their healthcare and educational needs and for purchasing their retail and commercial goods and services.

Where residents travel for healthcare, school, groceries and clothes shopping is not within a walkable distance of where residents of the Wells-Saticoy Community.

Ref: City of San Buenaventura Wells-Saticoy Community Plan Background Report.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 17
 Walkability & Retail

Slide 10



Walkability

– Destinations Within ¼ Mile

10. What is the total number of each of the following types of non-residential destinations, within a ¼ mile radius, within a ¼ mile radius? Enter the total for each type. Note: only count a business on one segment, even if it faces two streets.

Food-related destinations

- Fast food (national or local chain, primarily sells burgers, fried chicken, pizza, or "Americanized" Mexican, Chinese, etc.)
- Non-fast food restaurant
- Café or coffee shop
- Supermarket/Grocery
- Small grocery/corner store/liquor
- Liquor store (primarily sells alcohol)
- Bar, tavern, or nightclub
- Convenience store with food (may or may not also be a gas station)
- Other food establishment or specialty shop (e.g., ice cream parlor, juice bar, donut shop)

Retail and service-related destinations

- Pharmacy or drug store
- Single or multi-vendor department or "big box" store (e.g., Home Depot, Best Buy, Sears, Target, Walmart, Target)
- Strip mall or shopping center
- Auto (e.g., gas station with AG convenience store, car repair, car wash)

- Bank or credit union
- Hotel or motel
- Newspaper stand/news rack or lockboxes
- Entertainment (e.g., movie theaters, arcade)
- Other service (e.g., beautician, lawyer, accountant, tailor, laundry/dry cleaner, commercial printing service)
- Other retail (e.g., books, clothing, hardware, video rental)

Public, government, community destinations

- Health or social services (e.g., hospital, health department, community action agency)
- Public library
- Public post office
- Police or fire department
- School, college or university
- Utility company
- Transportation services (e.g., airport, train station, bus station)
- Art gallery or museum
- Senior center
- Other community center (non-recreational)
- Place of worship (e.g., church, synagogue, mosque, mosque)
- Other public (e.g., cemetery, prison, media center)

Other destinations

- Office building
- Warehouse, factory or industrial building
- Other (specify: _____)

Recreational facilities or destinations

- Private indoor fitness facility
- Community recreation center
- Community garden
- Park
- Playground at park or school
- Outdoor pool
- Golf course
- Sports/playing field or court (e.g., baseball or tennis at park or school)
- Sports track
- Other recreational facility (e.g., skating rink, miniature golf)

Undeveloped space/vacant buildings

- Empty store front for sale/lease
- Abandoned building
- Unmaintained lot or field
- Maintained green space (not a park or sports field, not a private yard)

7/16/2009
Part 04 - Walkability
10

23.73

There are only 11 of the 48 non-residential destinations located within the ¼ mile walkability radius for most of the Wells-Saticoy Community Plan area which excludes the Town of Saticoy.

Ref: Prevention Research Centers-Healthy Aging Research Network Audit Tool in collaboration with Saint Louis University School of Public Health.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

Slide 11

EVCC
EAST VENTURA

Walkability -Wells-Saticoy Community

Summary of Findings Community Characteristics

- Lack of connections
- Split into four quadrants by Wells Road and Highway 126

7/16/2009

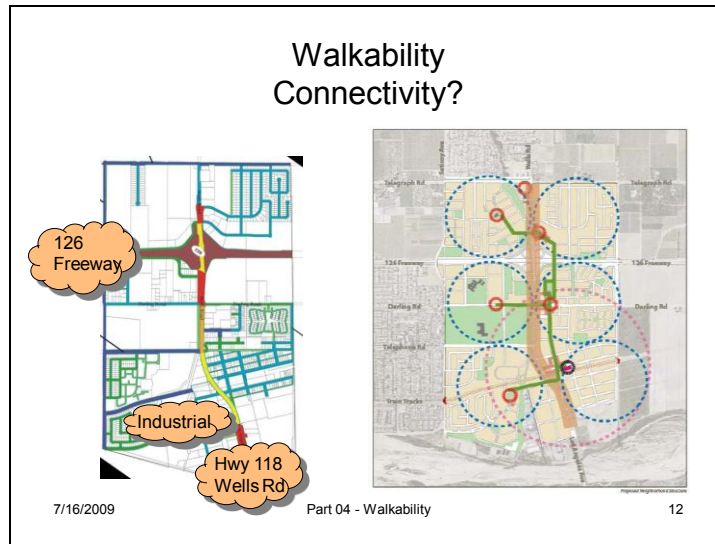
The slide features a map of the Wells-Saticoy Community divided into four quadrants by Wells Road and Highway 126, with red lines indicating the division. A small inset photo shows a road with a utility pole. A compass rose is also present on the map.

23.73

-Most things within a 10-minute walk of home and work.

- Residents do not both live and work within a 10-minute walk. Single and multi-family residential land uses where people live are segregated from office, commercial, medical, industrial, retail and recreational use zones where people generally are employed and round trip travel from home to work is accomplished by a majority of the workers by single person occupied automobiles.

Slide 12



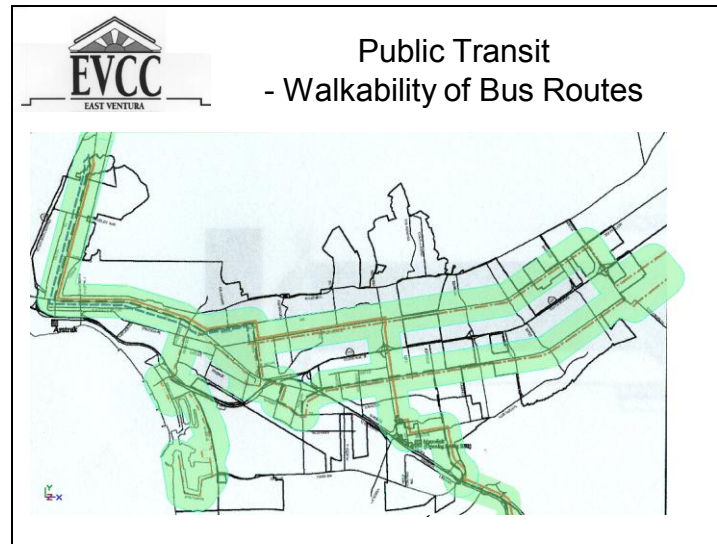
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Walkability & Connectivity

The Wells-Saticoy Community is bifurcated into four quadrants by the 126 Freeway and Wells Road which inhibits connectivity between neighborhoods.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

Slide 13



23.73

Public Transit - Walkability of Bus Routes

It is estimated that at least one half of the residents do not live within a walkable distance from a public bus stop.

The terrain slopes in neighborhoods above Foothill Road or Poli Street prevent making bus stops walkable.

Source: SCAT Map

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

Slide 14

Retail

- Distribution of Expenditures
- Commercial Centers
- Where People Shop
- Retail Establishments Per Household

7/16/2009 Part 04 - Walkability 14

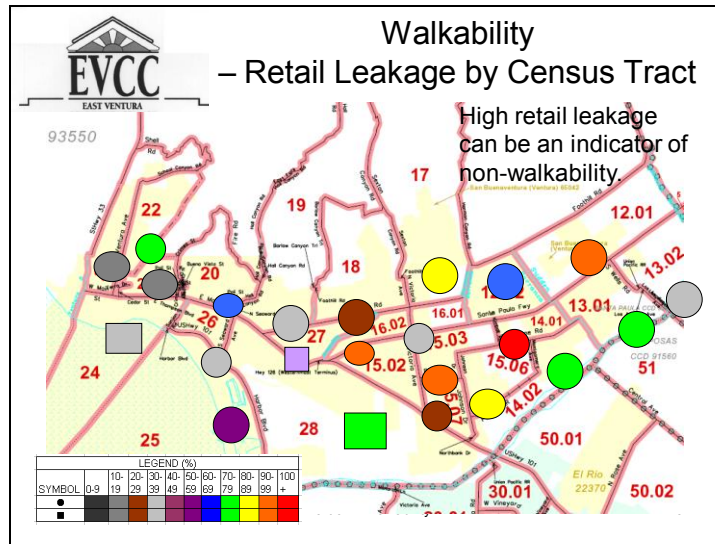
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Retail

Distribution of Expenditures
Commercial Centers
Where People Shop
Retail Establishments Per Household

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 17
 Walkability & Retail

Slide 15

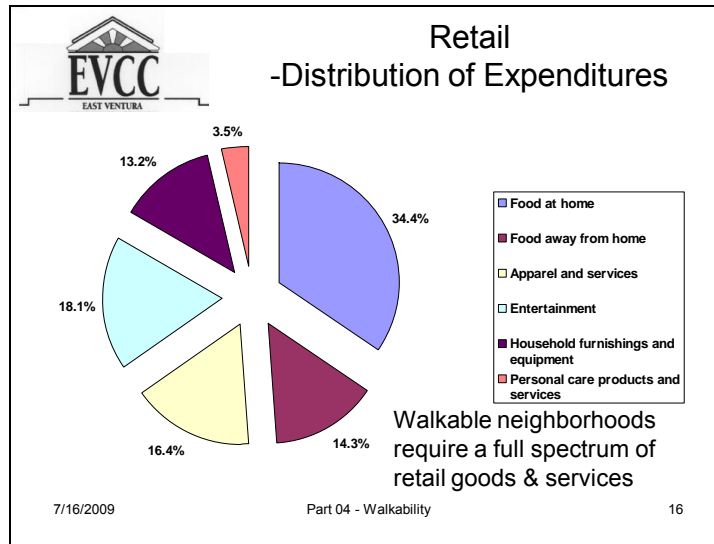


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Analysis of retail leakage data from each of the census tracts in the City of San Buenaventura reveals, with the exception of the Town of Saticoy, that all of East Ventura has a retail leakage of over 60%. In other words, travel outside of the local community is required for purchasing most needed retail goods and services.

Ref: Economic Census 2000 ZIP Code Data

Slide 16



23.73

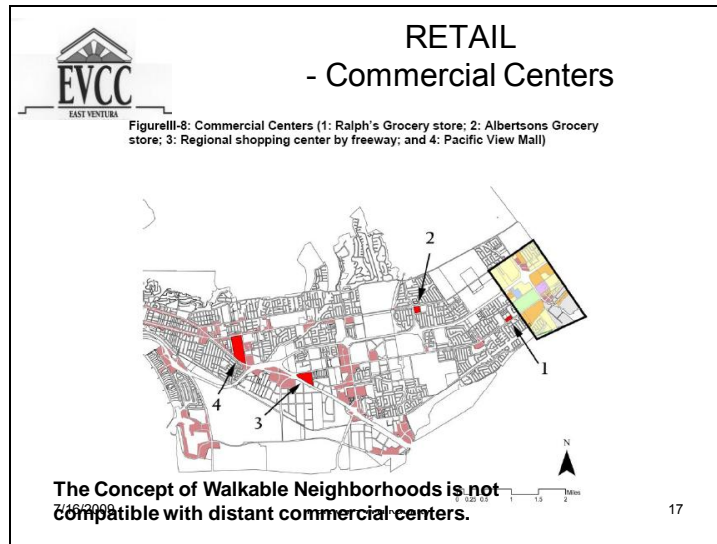
Distribution of expenditures for retail goods and services.

Walkable neighborhoods require a full spectrum of retail goods & services which are not available in the Wells-Saticoy Community.

Ref: Exposing Urban Legends: The Real Purchasing Power of Central City Neighborhoods, University of Wisconsin-Milwaukee Employment & Training Institute.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

Slide 17



23.73

RETAIL - Commercial Centers

The Concept of Walkable Neighborhoods is not compatible with distant commercial centers.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 17
Walkability & Retail

Slide 18

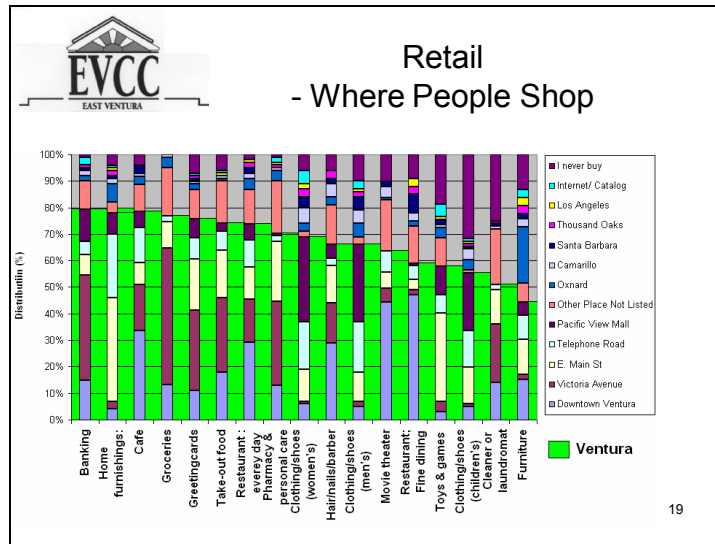


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A Map of Retail Locations illustrated most retail locations are located along the Main Street of Victoria Avenue Corridors.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 17
 Walkability & Retail

Slide 19

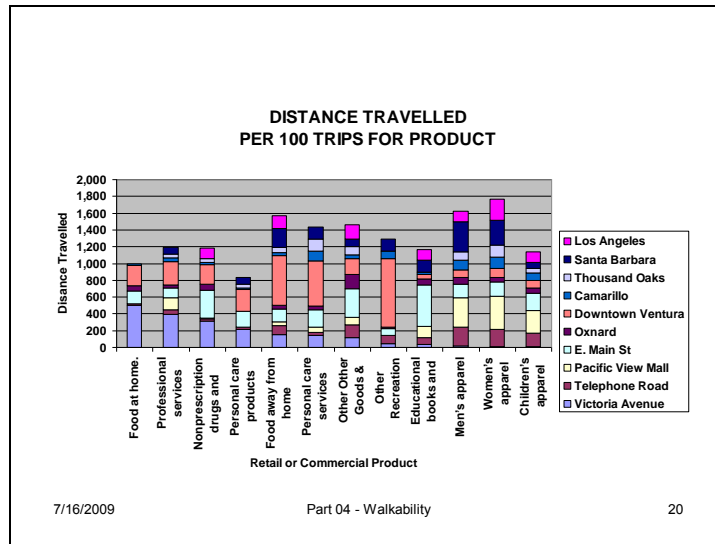


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People do less than 80% of their shopping in Ventura with almost 50% being either in Downtown or along Victoria Avenue.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 17
 Walkability & Retail

Slide 20

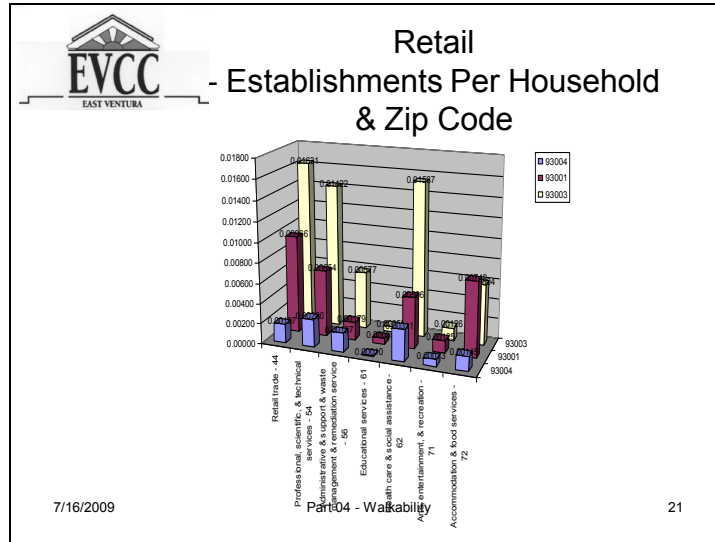


23.73

Use of the automobile is required to obtain needed retail and commercial products which are not locally availability creating an adverse impact on the environment.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 17
 Walkability & Retail

Slide 21



23.73

Retail Establishments Per Household & Zip Code data illustrates a low percentage of retail establishments being located in ZIP Code 93004.

Source Data: 2002 Economic Census Data for ZIP Codes 93001, 93003 & 93004
 2000 US Census General Demographics for Zip Codes 93001, 93003 & 93004.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 18
Employment

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

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The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development on the subject area of concern.

The EIR does not address the location of the proposed residential development and its relationship to distant sources of employment and the environmental impact of the need to use private modes of transportation to obtain employment nor does the EIR address the adverse impact on the intent of Senate Bill 375 which requires metropolitan planning organizations to include sustainable communities strategies for the purpose of: reducing greenhouse gas emissions; aligning planning for transportation and housing; and makes findings and declarations concerning the need to make significant changes in land use and transportation policy in order to meet the greenhouse gas reduction goals established by Assembly Bill 32

The above statements are substantiated by information contained in the attached slides.

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Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 18
Employment

Slide 1



Neighbors Together

Wells-Saticoy Community Plan EIR-2473
Environmental Impact Report Review
Comments

Part 05
Employment




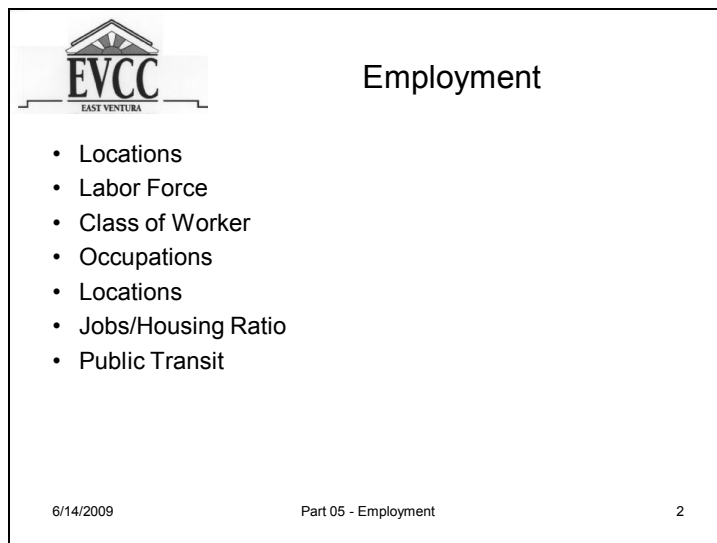
Daniel Cormode
East Ventura Community Council
Planning & Development Committee
13 June 2009

Working Towards The Future

6/14/2009 Part 05 – Employment 1

Slide 2

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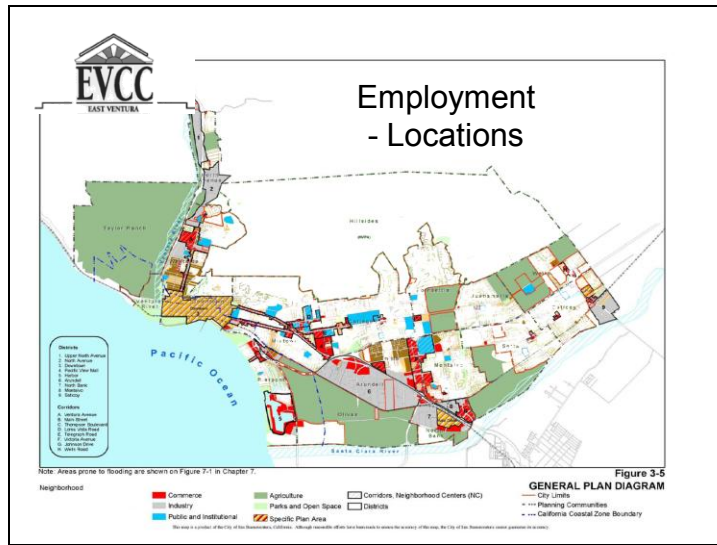
Employment

- Locations
- Labor Force
- Class of Worker
- Occupations
- Locations
- Jobs/Housing Ratio
- Public Transit

6/14/2009 Part 05 - Employment 2

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 18
Employment

Slide 3



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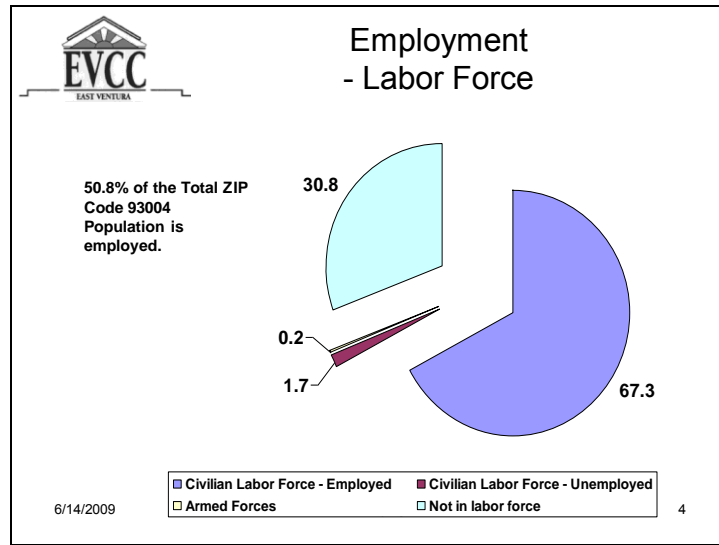
Employment - Locations

The General Plan illustrates retail and educational services and sources for commercial and agricultural employment are located outside of the Wells-Saticoy Community Plan area and are neither walkable nor practical for use of public transportation, thereby, causing reliance on private transportation.

Ref: City of San Buenaventura 2005 General Plan Diagram.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 18
Employment

Slide 4



23.74

Employment - Labor Force

The Year 2000 US Census for ZIP Code 93004 reports the Employed Civilian Labor Force is 13,910 persons or **67.3%** of the total 20,662 persons aged 16 Years & Over Population are employed in ZIP Code 93004.

The Employed Civilian Labor Force of 13,910 persons of the 16 Years & Over Population comprises **50.8%** of the 27,379 total population in the 93004 ZIP Code.

The resulting increase in population of 12,068 persons can be translated into an additional 6,130 employees residing in the City of San Buenaventura.

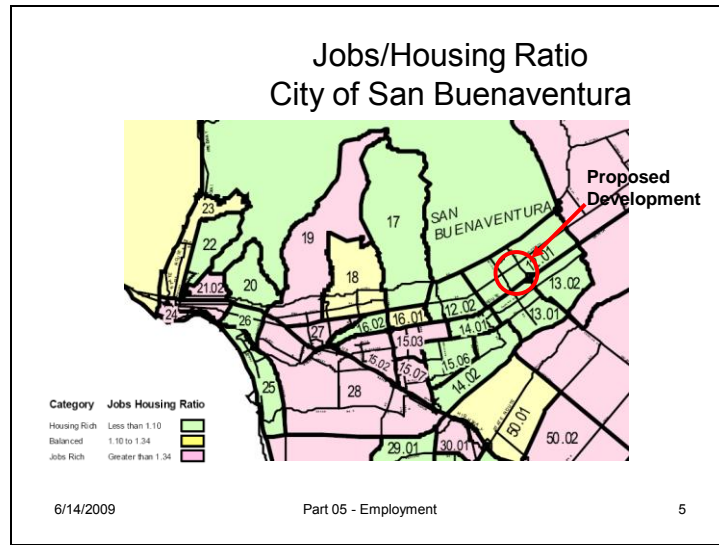
The resulting increase in population of 5,118 persons can be translated in an additional 2,600 employees residing in the Wells-Saticoy area.

The proposed commercial development in the Wells-Saticoy Community Plan area is estimated to create an additional 639 jobs, thereby, causing 1,961 persons to look outside of the Wells-Saticoy Community for employment.

Source: US Census 2000 ZIP Code 93004

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 18
Employment

Slide 5



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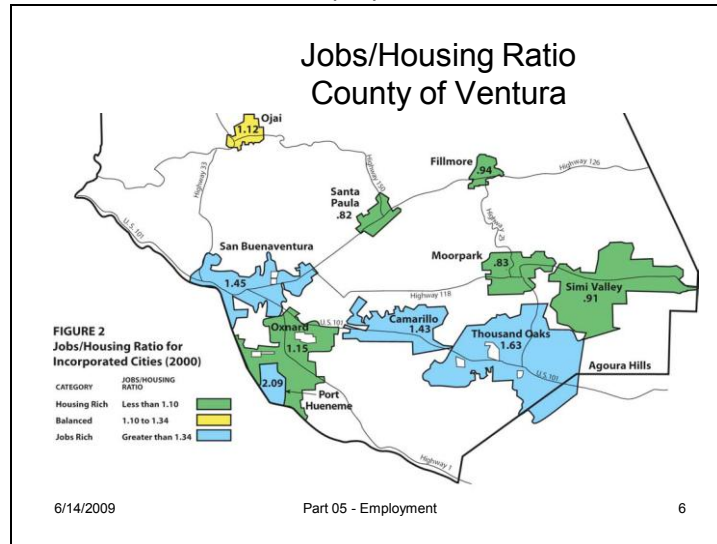
Jobs/Housing Ratio - City of San Buenaventura

New residential development is being located in an already housing rich census tracts away from the job rich census tracts.
Economic/Transit/Mixed Use Strategies For Housing Rich Communities - VENTURA COUNTY, June 2004

Wells-Saticoy Community Plan EIR-2473 impact is in error in not recognizing jobs will be created in an already job rich area.

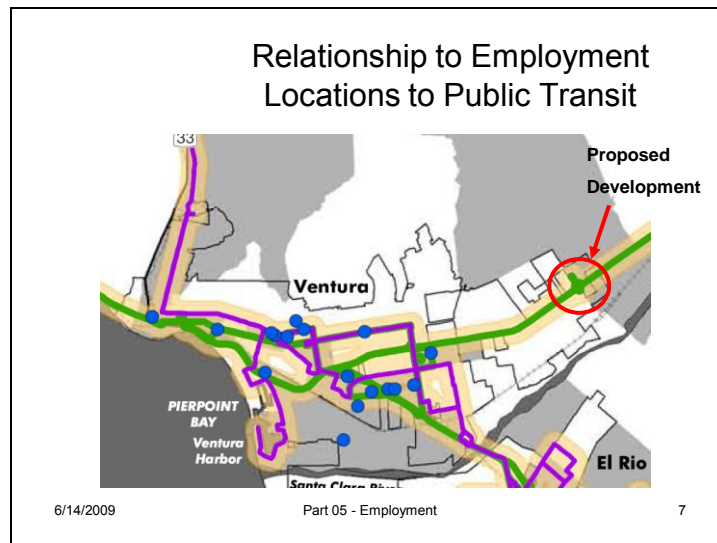
Slide 6

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 18
 Employment



Source: County of Ventura Economic/Transit/Mixed Use Strategies For Housing Rich Communities - VENTURA COUNTY, June 2004

Slide 7



23.74

Relationship to Employment Locations to Public Transit

New residential development is being located away from major employers where lower income households which are transit dependent and necessitates expenditure of additional energy resources to provide private motorized transportation from the place of residence to the place of employment.

Public transit plays an important role in an analysis of impediments to fair housing. Public transit should link lower income households, which are often transit dependent, to major employers where many lower income persons may work and where job opportunities may exist. If an integral relationship between public transit, major employers, and lower income housing does not exist, fair housing choice will be impeded because persons who depend on public transit

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 18

Employment

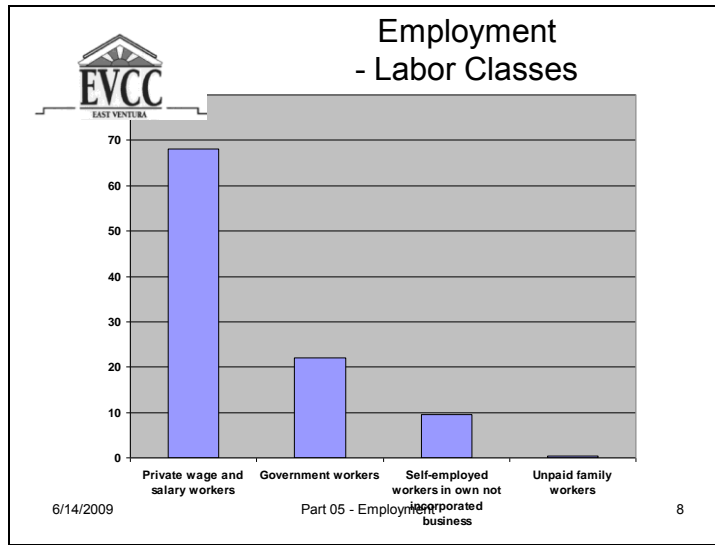
will be limited in their choice of where they can live.

Ventura County, Analysis of Impediments to Fair Housing Choice, April 2005

23.74

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 18
 Employment

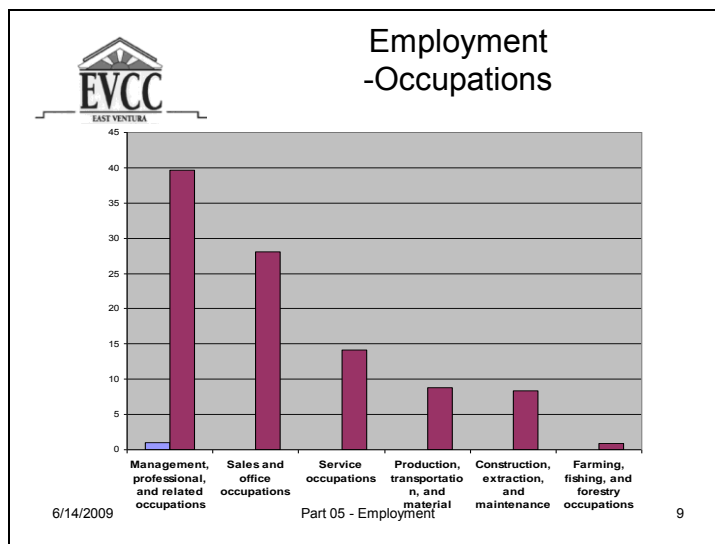
Slide 8



Classes of workers in the 93004 ZIP Code area.
 Source: US Census 2000 ZIP Code 93004

Slide 9

23.74



Employment -Occupations

Approximately 68% of the employees in the ZIP Code 93004 community are associated with the management, professional and related occupations or sales and office occupations.

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 18

Employment

Source: US Census 2000 ZIP Code 93004

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 19
Journey to Work

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development or the cumulative impact of proposed residential developments on the subject area of concern.

The EIR does not address the adverse impact of locating housing distant from work centers on the intent of Senate Bill 375 which requires metropolitan planning organizations to include sustainable communities strategies for the purpose of: reducing greenhouse gas emissions; aligning planning for transportation and housing; and makes findings and declarations concerning the need to make significant changes in land use and transportation policy in order to meet the greenhouse gas reduction goals established by Assembly Bill 32

The EIR does not address the adverse environmental, economic and social impact of placing residential development in an already housing rich area.

The EIR does not address the adverse environmental, economic and social impact of the location of the residential development as it related to travel to employment locations.

The above statements are substantiated by information contained in the attached slides.


23.75

Slide 1

Neighbors Together

Wells-Saticoy Community Plan EIR-2473
Environmental Impact Report Review
Comments

Part 21
Journey to Work



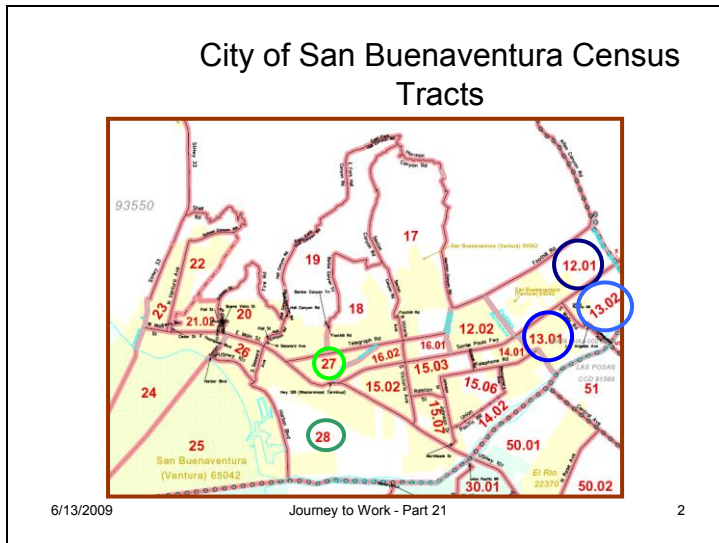
Daniel Cormode
East Ventura Community Council
Planning & Development Committee
13 June 2009

Working Towards The Future

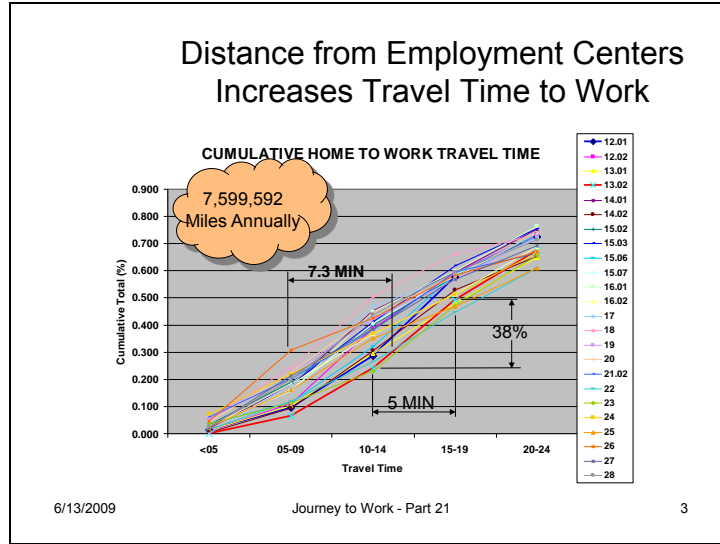
6/13/2009 Journey to Work - Part 21 1

23.76

Slide 2



Slide 3

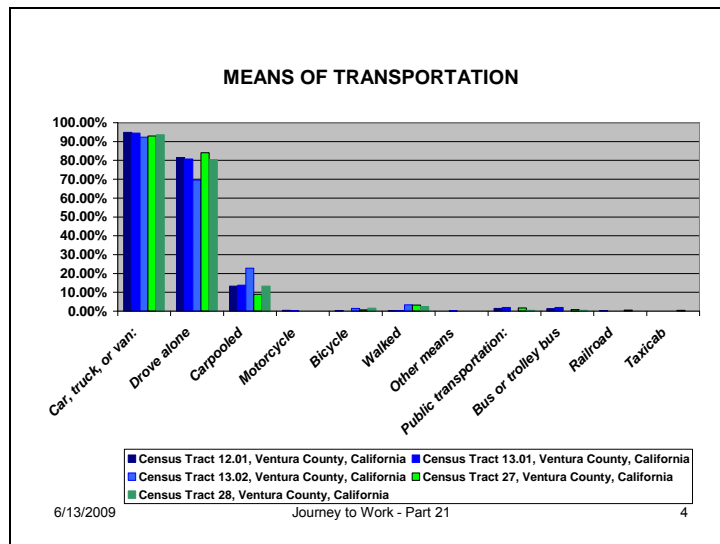


Cumulative Home to Work Travel Time;

- Census Tract 12.01 and 13.02.
- There is a difference of 7.3 minutes of additional travel time from home to work between workers living in the Wells-Saticoy area and those living closer to the Victoria and Midtown/Downtown employment centers.
- This equates to an additional 29,229 miles of daily travel or 7,599,592 miles annually for the 2,600 employees travelling daily an additional 7.3 minutes each way at an average speed of 46.3 miles per hour.

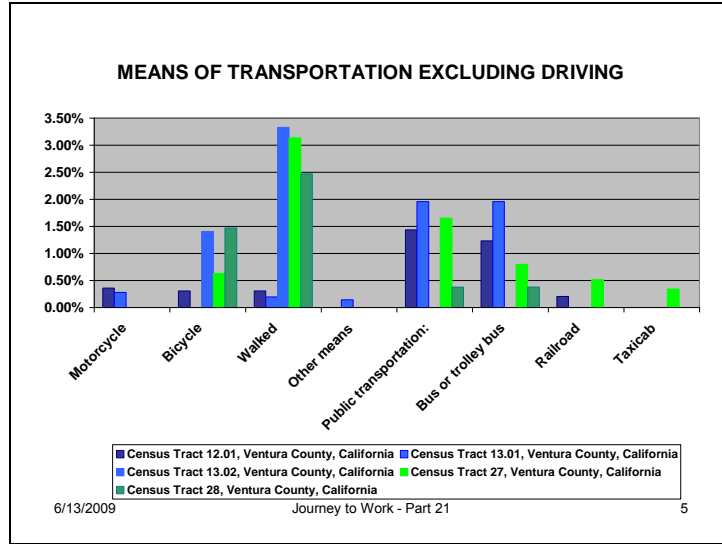
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Slide 4



There appears to be not significant major statistical difference between those who use driving as a means of transportation in relation to the location of the employment centers.

Slide 5

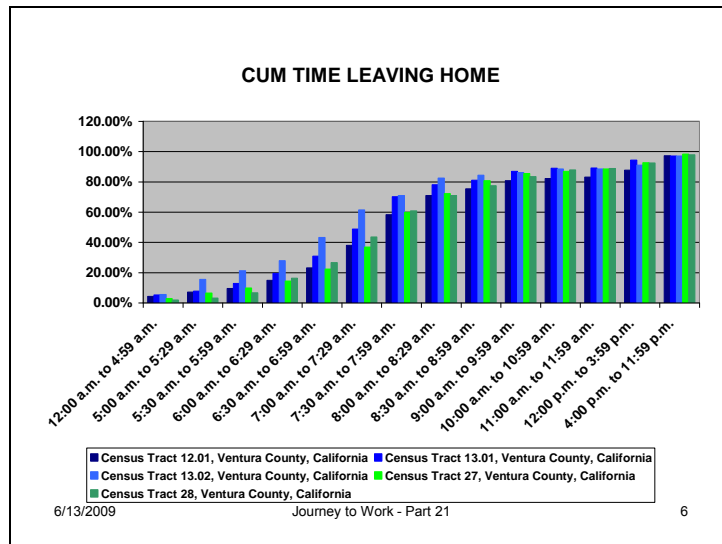


Means of Transportation Excluding Driving:

- The number of persons riding a bicycle to work is about 6 times greater than those persons living in the Wells-Saticoy area than those persons in Census Tracts 27 and 28 which are near employment centers.
- The number of persons walking to work is about 12 times greater than those persons living in the Wells-Saticoy area than those persons in Census Tracts 27 and 28 which are near employment centers.
- The number of persons riding a bus to work for those persons living in the Wells-Saticoy area is about twice those persons in Census Tracts 27 and 28 which are near employment centers.

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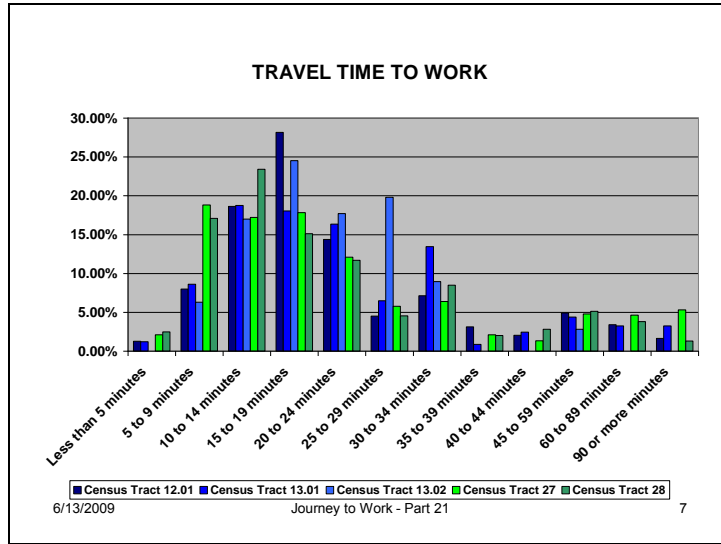
Slide 6



Data shows that those who live further from the centers of employment tend to leave earlier than those who live closer to the centers of employment.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 19
 Journey to Work

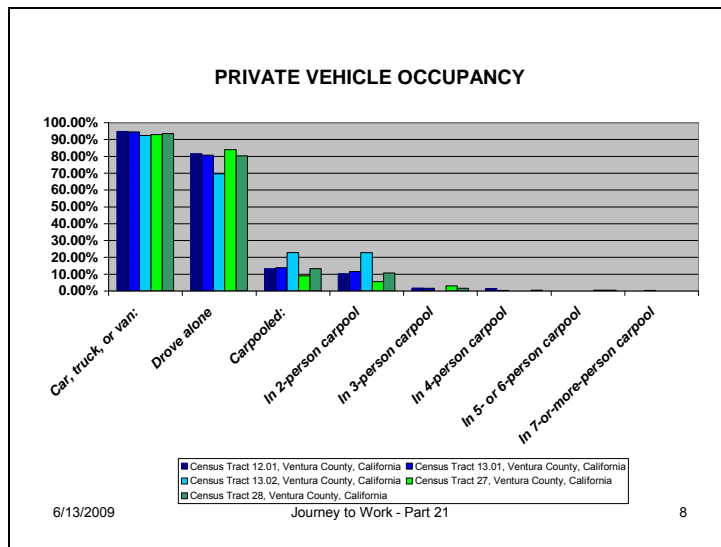
Slide 7



Data shows the travel time to work for those who live farther from center of employment is longer than those who live nearer to the centers of employment.

23.76

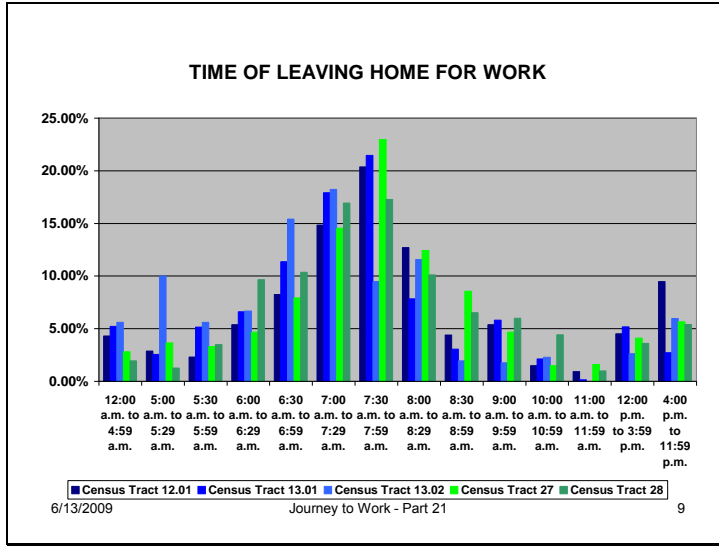
Slide 8



Data shows that there is no significant difference between vehicle occupancy and location.

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 19
 Journey to Work

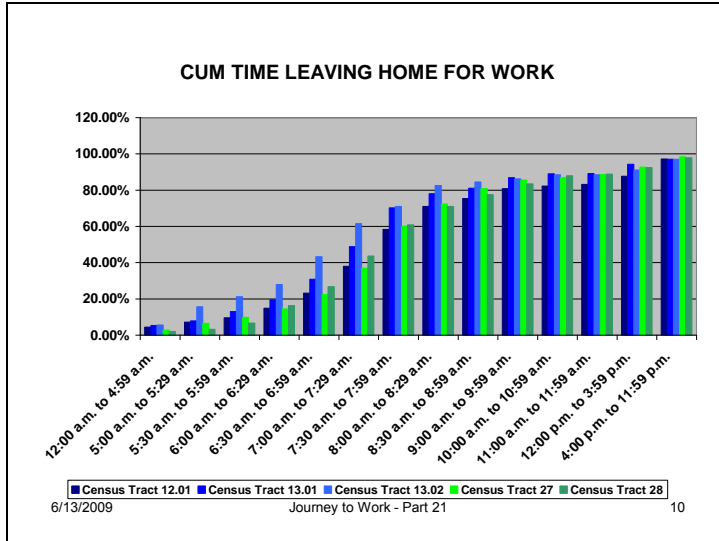
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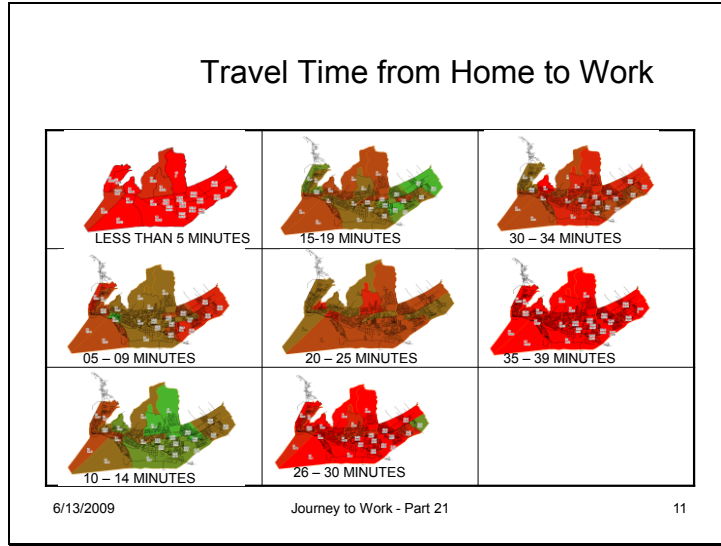
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Slide 10

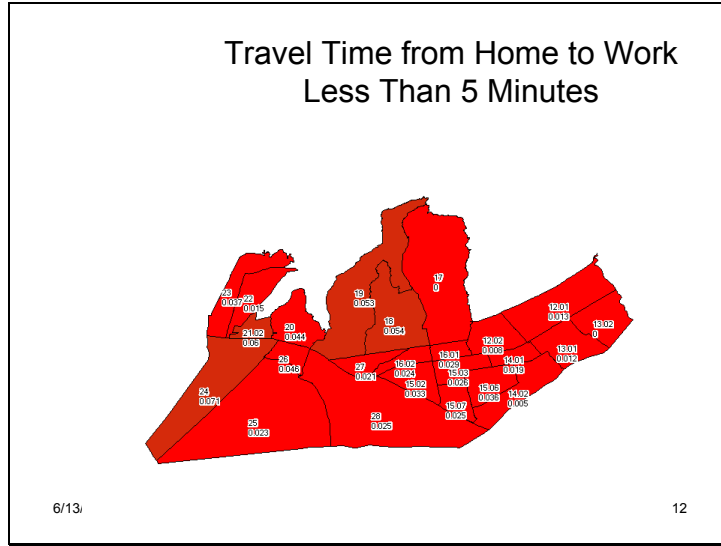


Slide 11



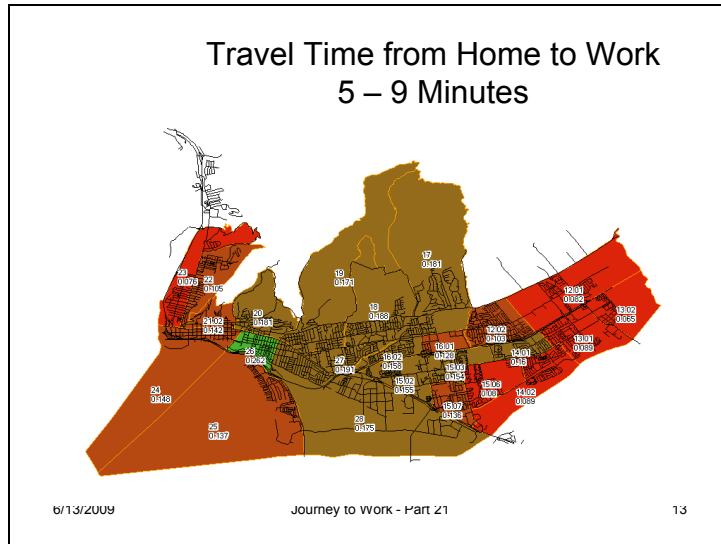
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Slide 12



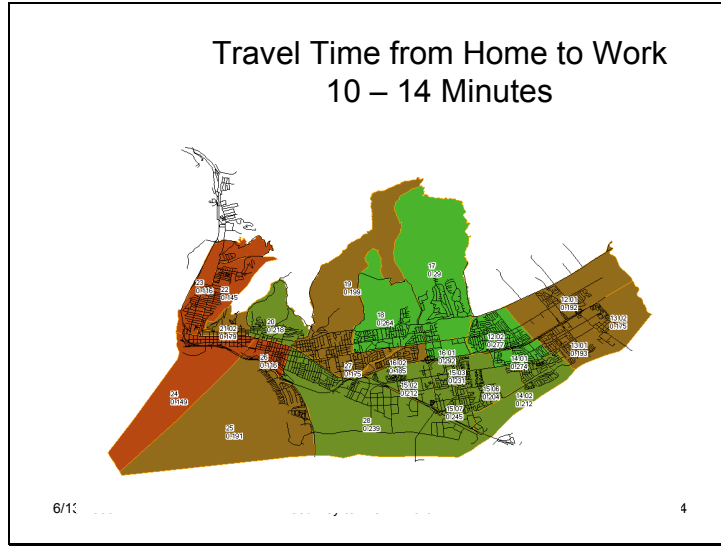
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Slide 13



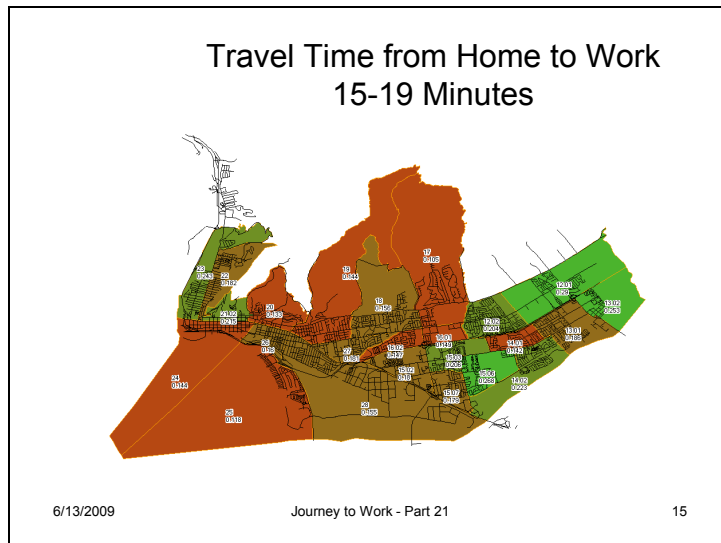
Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 19
Journey to Work

Slide 14

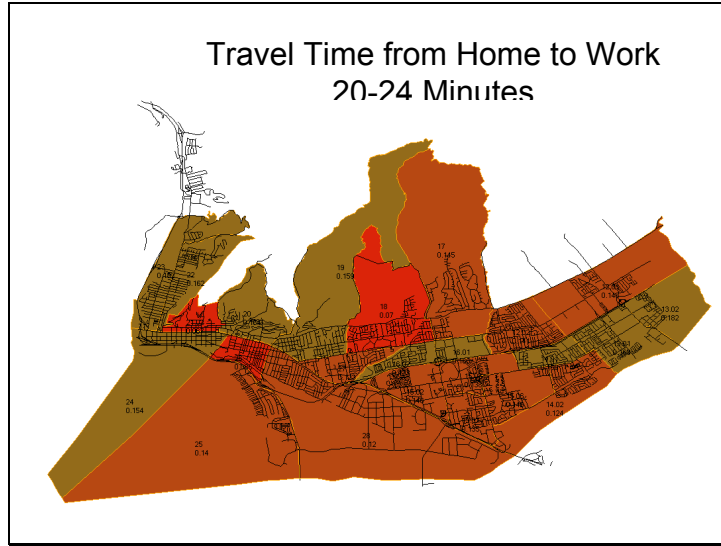


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Slide 15

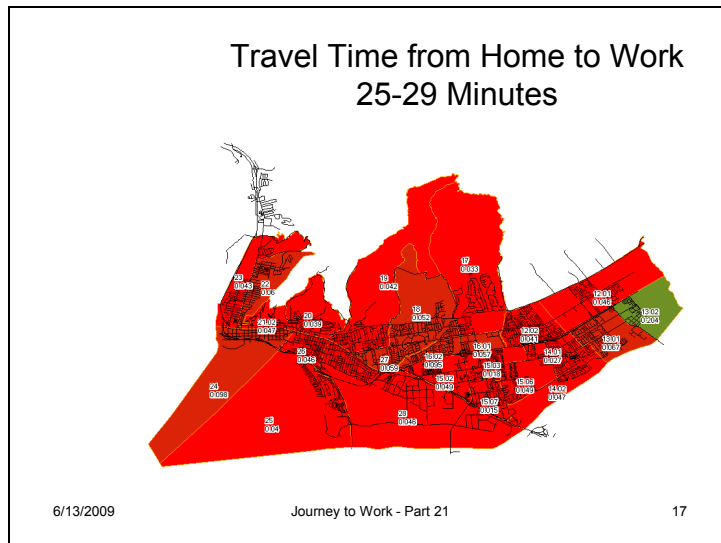


Slide 16

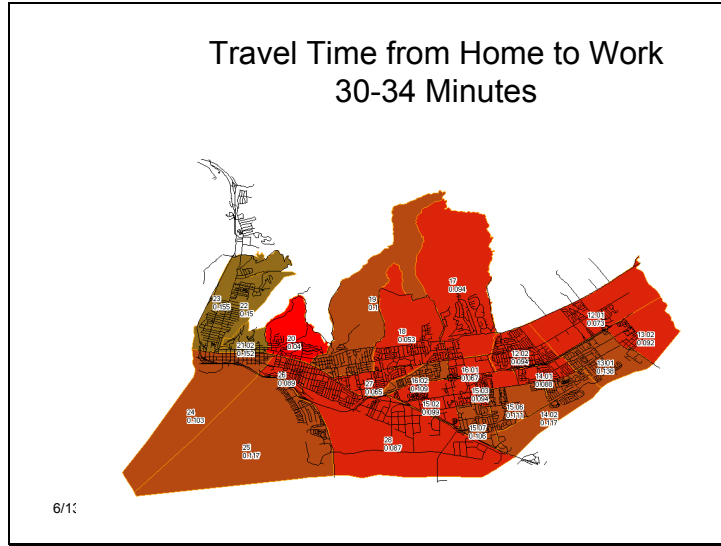


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Slide 17

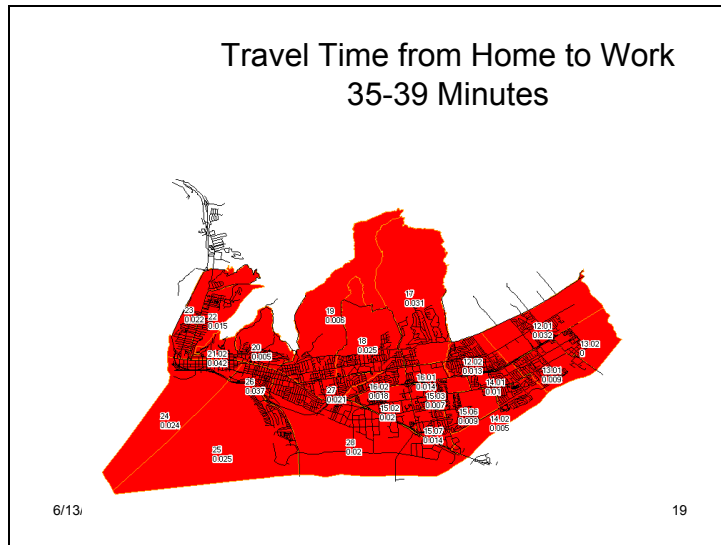


Slide 18



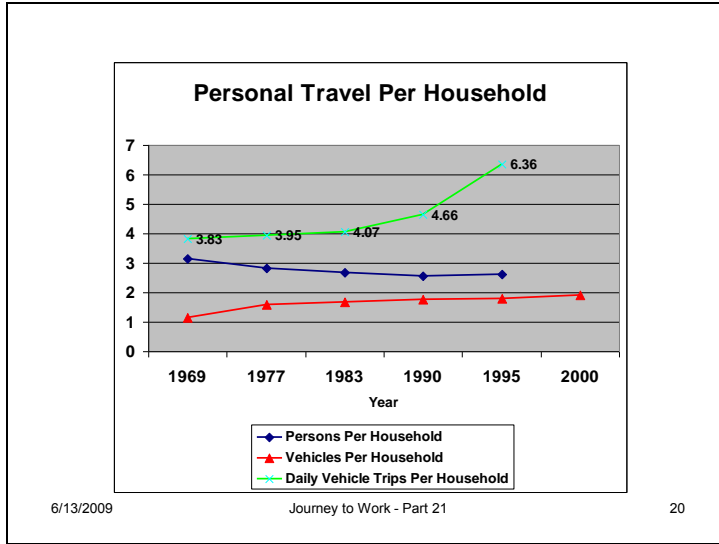
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Slide 19



Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 19
 Journey to Work

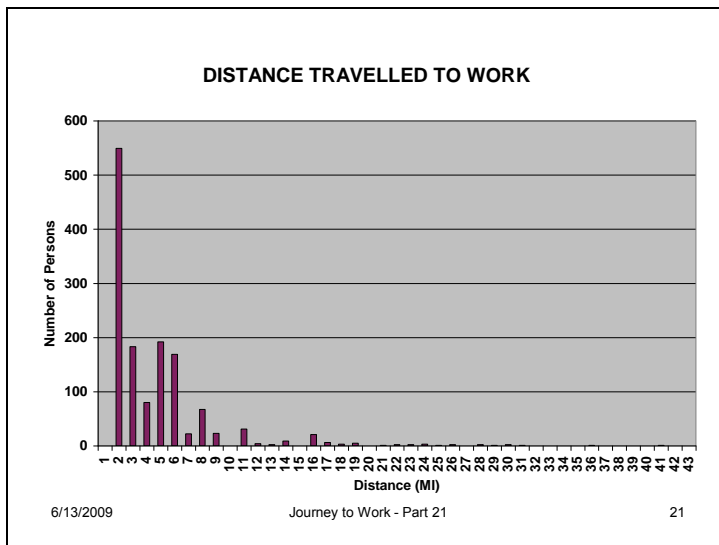
Slide 20



The EIR does include the tendency for the increase in daily vehicle trips per household or increases in vehicles per household in transportation studies or parking requirements.

23.76

Slide 21



Distance Travelled To Work:

Source: Venura County Transportation Commission, 2007

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 20

Fiscal Impact

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

23.77

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment.

23.78

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development or identify the cumulative effect or proposed residential developments on the subject area of concern.

23.79

The Wells-Saticoy Community Plan EIR-2473 Environmental Impact Review does not include the subsequent impact of City program, personnel and budget reductions on policies and planned actions referenced in the 2005 General Plan which were made in response to the world wide financial meltdown

23.80

The EIR does not report the Cost of Development per Household is estimated to be \$1,440 per household.

23.81

The EIR does not identify estimated costs or schedules for implementation of infrastructure improvements necessitated from implementation of the Wells-Saticoy Community Plan

23.82

The EIR references the 2005 General Plan Final Environmental Impact Report (FEIR) as source data but the magnitude of the environmental, economic or social impacts of those references were not quantified or identified.

23.83

The EIR fails to identify Capital Improvement Projects (CIP) which are required in order to support planned development in the Wells-Saticoy Community. The proposed 2008-2013 contains 247 current, pending or potential capital improvement projects at a total cost of \$691,340,022 which involve the procurement, construction, or installation of facilities and related equipment, which improves, preserves, enhances, or modernizes the City's provision of municipal services, have a useful life of at least five years, and that cost in excess of \$25,000.

23.84

The EIR fails to identify the additional sales tax revenue to the City of San Buenaventura which is generated by the additional population. The City of San Buenaventura share of sales tax resulting from a median income household purchasing taxable goods and services is \$172.

23.85

The EIR fails to identify the additional property tax revenue to the City of San Buenaventura which is generated by the additional housing. The estimated City of San Buenaventura share of the property tax on a single family house affordable to a household with a 2008 Median Income of \$65,974 is \$332-\$408.. The EIR fails to disclose single family and multi-family dwelling units generate different amounts of property taxes per unit. Owners of Single Family dwelling units pay a disproportionate higher share of property taxes per dwelling unit than those owners of multi-family dwelling units and some types of affordable housing are exempt from property taxes.

23.86


The above statements are substantiated by information contained in the attached slides

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 1

Neighbors Together

Wells-Saticoy Community Plan
EIR-2473 Environmental Impact
Review Comments
Part 22
Fiscal Impact



Daniel Cormode
East Ventura Community Council
Planning & Development Committee
05 June 2009


Working Towards The Future

6/14/2009 Part 22 - Economic Impact 1

23.87

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 2



Impact of Worldwide Financial Meltdown

- The Wells-Saticoy Community Plan EIR-2473 Environmental Impact Review does not include the subsequent impact of City program, personnel and budget reductions on policies and planned actions referenced in the 2005 General Plan which were made in response to the world wide financial meltdown.
 - The impact of the world wide financial meltdown on City created a potential General Fund shortfall of over \$6 million for FY 2008-2009 and over \$11 million for FY 2009-2010.
 - Based on the current projections, the proposed expenditure level for the General Fund operating budget is \$85.5 million for FY 2009-10 and \$86.4 million for FY 2010-11, as compared to an adopted spending level of \$94.1 million for FY 2008-09.
 - The proposed expenditure level for all funds is \$251 million for FY 2009-10 and \$213 million for FY 2010-11, as compared to an adopted spending level of \$292 million for FY 2008-09.
 - Revenue reductions of the magnitude the City is facing did not allow the simple trimming of expenses, but required a fundamental redesign of government.
 - Highest priority in that plan went to public safety, followed by efforts to restore prosperity by focusing on economic development. Core City services were emphasized, while restructuring or reducing lower-priority programs, services, and expenses.
 - In 2009, the City Manager is requesting City Council authorization to implement General Fund budget reductions to save \$3.6 million by the end of this fiscal year; including elimination of up to 33 authorized positions; extend the City's severance benefit to eligible employees to encourage early retirements; as well as complete labor negotiations to secure cost reductions of at least 5% of payroll costs.

6/14/2009Part 22 - Economic Impact2

Impact of Worldwide Financial Meltdown


The Wells-Saticoy Community Plan EIR-2473 Environmental Impact Review does not include the subsequent impact of City program, personnel and budget reductions on policies and planned actions referenced in the 2005 General Plan which were made in response to the world wide financial meltdown .

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23.87

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 3



Cost of Development

- The Cost of Development per Household is estimated to be \$1,440 per household.
 - The Forecast FY 2009-2010 cost of City services, less Capital Improvement Programs (CIP) is \$2,030 per household.
 - The Forecast FY 2009-2010 cost of Fire Department services are \$472 per household.
 - The Forecast FY 2009-2010 cost of Police Department services are \$755 per household
 - The revenue from residential development is estimated to be \$590 per household.
 - The Forecast FY 2009-2010 Property Tax revenue from Secured Property is estimated to be \$385 per household. Exemptions are provided for affordable housing.
 - The Forecast FY 2009-2010 Sales Tax revenue from purchases of goods and services by residents of the City of Ventura is estimated to be \$205 per household.

6/14/2009 Part 22 - Economic Impact 3


Cost of Development

- The Cost of Development per Household is estimated to be \$1,440 per household.
 - The Forecast FY 2009-2010 cost of City services, less Capital Improvement Programs (CIP) is \$85,489,560 or \$2,030 per household based on a population of 108,261 persons and a population density of 2.571 persons per household.
 - The Forecast FY 2009-2010 cost of Fire Department services are \$472 per household based on the above demographic assumptions.
 - The Forecast FY 2009-2010 cost of Police Department services are \$755 per household based on the above demographic assumptions.
 - The revenue from residential development is estimated to be \$590 per household based on the above demographic assumptions
 - The Forecast FY 2009-2010 Property Tax revenue from Secured Property is estimated to be \$385 per household based on the proposition that 62% of the Total Property Tax collected is derived from Secured Property.
 - The Forecast FY 2009-2010 Sales Tax revenue per household from purchases of goods and services by residents of the City of Ventura is estimated to be \$205 based on the proposition that 57% of the sales tax revenues are the result of the purchase of goods and services by the residents of the City of San Buenaventura.
- Ref: City of Ventura General Fund Operations Three Year Results & Forecast

23.88

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 6




**WELLS-SATICOY COMMUNITY PLAN
PUBLIC INFRASTRUCTURE IMPROVEMENTS**

Project	Schedule	Cost	Funding Source
Improvements Not Yet Constructed			
c. Storm Drain System Improvements			
(1) Brown Barranca Reach 1	Design and construction by the County of Ventura; Not programmed;		County funds & CIDS fees
(2) Brown Barranca Reach 2	Design and construction by the County of Ventura; Not programmed;		County funds & CIDS fees
(3) Brown Barranca Reach 3	Design and construction by the County of Ventura; Not programmed;		County funds & CIDS fees
(4) Brown Barranca Reach 4	Design and construction by the County of Ventura; Not programmed;		County funds & CIDS fees
(5) Saticoy Drain	Design and construction by the County of Ventura; Not programmed;		County funds & CIDS fees
(6) Franklin Barranca	Design and construction by the County of Ventura; Not programmed;		County funds & CIDS fees
(7) Santa Clara Levee;	Not programmed		
(8) Darling Road Storm Drain	Not programmed;		City General fund & CIDS fees

6/14/2009 Part 22 - Economic Impact 6

Slide 7



**WELLS-SATICOY COMMUNITY PLAN
PUBLIC INFRASTRUCTURE IMPROVEMENTS**


Project	Schedule	Cost	Funding Source
Improvements Not Yet Constructed			
d. Traffic Improvements			
(1) Highway SR-118	Not programmed;		CIDS fees.
(2) North Bank Drive from Los Angeles Avenue to Brown Barranca	Not programmed; Identified as a Potential project in the 2008-2013 CIP Plan;		City funds & CIDS fees
(3) North Bank Drive from Brown Barranca to Cabrillo Village	Not programmed; Identified as a Potential project in the 2008-2013 CIP Plan;		City funds & CIDS fees.
(4) Los Angeles Avenue extension between Violetta Street to Aster Street	Concurrent with Broome property development;		CIDS fees
(5) Telegraph Road between Saticoy Avenue and Wells Road	(1) - Estimated Cost \$1,650,000;		No identified source of funding other than the additional funds proposed to be contributed by the Parklands project
(6) Wells Road between Telegraph Road and Carlos Street	(1) -Estimated Cost \$750,000;		No identified source of funding other than the additional funds proposed to be contributed by the Parklands project

6/14/2009 Part 22 - Economic Impact 7

23.89

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 8

 WELLS-SATICOY COMMUNITY PLAN PUBLIC INFRASTRUCTURE IMPROVEMENTS			
Project	Schedule	Cost	Funding Source
Improvements Not Yet Constructed			
e. Park Improvements			
(1) Wells Community Neighborhood Park	To be developed concurrent with UC Hansen property development as part of a proposed developer agreement.		Quimby & CIDS fees
(2) Saticoy Community Neighborhood Park	Location not identified; likely to be developed concurrent with development of vacant property along Santa Clara River.		Quimby & CIDS fees


6/14/2009
Part 22 - Economic Impact
8

WELLS-SATICOY COMMUNITY PLAN PUBLIC INFRASTRUCTURE IMPROVEMENTS:

- The proposed Wells Community Neighborhood Park is not walkable for the Wells Community due to location.
- The proposed Saticoy Community Neighborhood Park is not walkable for the Saticoy Community due to location.

23.89


Slide 9

 WELLS-SATICOY COMMUNITY PLAN PUBLIC INFRASTRUCTURE IMPROVEMENTS			
Project	Schedule	Cost	Funding Source
2. Constructed Improvements			
a. Water System Improvements			
(1) Elizabeth Reservoir	Constructed by developer		
(2) 12" main north of Freeway 126 and west of Wells Road	Constructed by City as a capital improvement project		(Spec 2005-23)
(3) 12" main south of Telephone Road and west of Brown Barranca	Constructed by developer		Reimbursement Agreement pending

6/14/2009
Part 22 - Economic Impact
9

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact


Slide 10

 WELLS-SATICOY COMMUNITY PLAN PUBLIC INFRASTRUCTURE IMPROVEMENTS			
Project	Schedule	Cost	Funding Source
2. Constructed Improvements			
b. Wastewater System Improvements			
(1) North Bank Drive lift station	Constructed by City as a capital improvement project		(Spec 2002-012)
(2) North Bank Drive force main	Constructed by City as a capital improvement project		(Spec 2004-07)
(3) Wells Road trunk sewer	Constructed by developer		Reimbursement Agreement pending
(4) Southern trunk sewer between Saticoy Avenue and North Bank lift station	Constructed by developer		Reimbursement Agreement pending
(5) Abandon Wells Road lift station and force main	Completed by City		
(6) Bristol relief sewer	Constructed by City as a capital improvement project		(Spec 98-09)

6/14/2009
Part 22 - Economic Impact
10

23.89


Slide 11

 WELLS-SATICOY COMMUNITY PLAN PUBLIC INFRASTRUCTURE IMPROVEMENTS			
Project	Schedule	Cost	Funding Source
2. Constructed Improvements			
c. Storm Drain System Improvements			
(1) Saticoy Avenue storm drain	Constructed by City as a capital improvement project		(Spec 90-05)
(2) Sudden Barranca	Constructed by developer		Reimbursement Agreement No. 98-003

6/14/2009
Part 22 - Economic Impact
11

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 13



**Discussed in EIR But Magnitude of
Environmental, Economic or Social
Impact Not Identified**

<ul style="list-style-type: none">• Agriculture• Historic Landmarks• Stormwater• Fire Hazard• Fire Department• Police Department• Schools• Libraries	<ul style="list-style-type: none">• Solid Waste• Recreation & Parks• Roadway Systems• Alternative Transportation• Transportation Improvements• Groundwater• Water Supply• Wastewater Conveyance
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The 2005 General Plan FEIR is incomplete and cannot be cited in subsequent tiered Initial Studies(IS), Negative Declarations(ND) or Environmental Impact Reports(EIR).

6/14/2009 Part 22 - Economic Impact 13

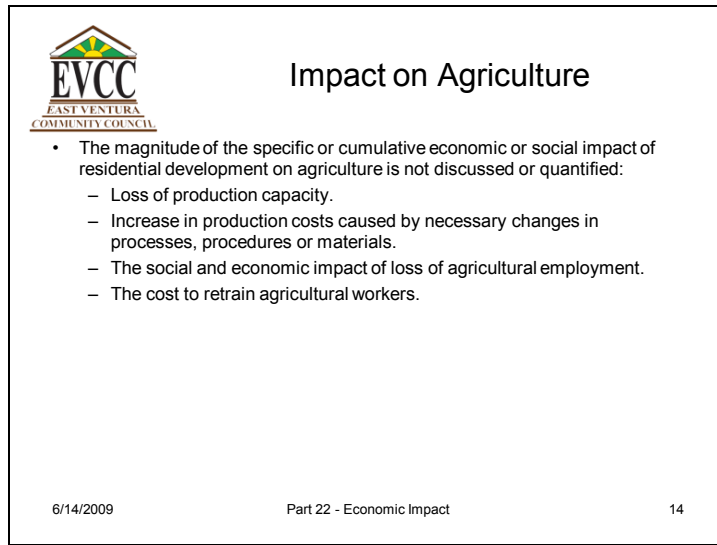
23.90

Discussed But Magnitude of Environmental, Economic or Social Impact Not Identified:

- The following environmental subjects were described and discussed in the 2005 General Plan Final Environmental Impact Report (FEIR) but the magnitude of the environmental, economic or social impacts were not quantified or identified.
- The 2005 General Plan FEIR is incomplete and cannot be cited in subsequent tiered Initial Studies(IS), Negative Declarations(ND) or Environmental Impact Reports(EIR).
- The Wells-Saticoy Community Plan EIR-2473 Environmental Impact Review does not include the subsequent impact of City program, personnel and budget reductions on policies and planned actions referenced in the 2005 General Plan which were made in response to the world wide financial meltdown

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 14



EVCC
EAST VENTURA
COMMUNITY COUNCIL

Impact on Agriculture

- The magnitude of the specific or cumulative economic or social impact of residential development on agriculture is not discussed or quantified:
 - Loss of production capacity.
 - Increase in production costs caused by necessary changes in processes, procedures or materials.
 - The social and economic impact of loss of agricultural employment.
 - The cost to retrain agricultural workers.

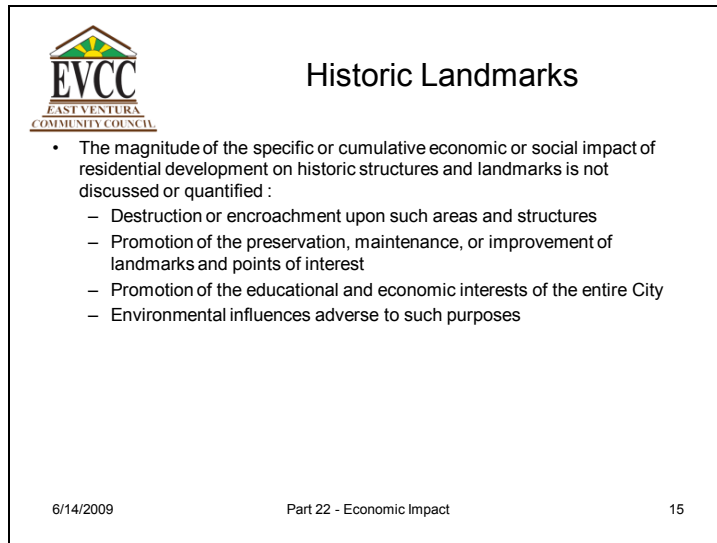
6/14/2009 Part 22 - Economic Impact 14

23.91

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
Reference: 2005 City of San Buenaventura General Plan Final EIR, Page 4.2.20

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 15



EVCC
EAST VENTURA
COMMUNITY COUNCIL

Historic Landmarks

- The magnitude of the specific or cumulative economic or social impact of residential development on historic structures and landmarks is not discussed or quantified :
 - Destruction or encroachment upon such areas and structures
 - Promotion of the preservation, maintenance, or improvement of landmarks and points of interest
 - Promotion of the educational and economic interests of the entire City
 - Environmental influences adverse to such purposes

6/14/2009 Part 22 - Economic Impact 15

23.92


Historic Preservation:

• 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.

Reference: 2005 City of San Buenaventura General Plan Final EIR, Page 4.5.8.

Slide 16



Storm Water

- The magnitude of the specific or cumulative economic or social impact of residential development on flood control and runoff is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue :
 - The magnitude of the physical, economic and social impact of residential development on flood control and runoff from storms greater than a Q100 frequency is not identified.

6/14/2009 Part 22 - Economic Impact 16


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 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
2005 General Plan FEIR, Page 4.8-16

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
Reference: 2005 General Plan FEIR, Page 4.8-18

23.93

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 17



Fire Hazard

- The magnitude of the specific or cumulative economic or social impact of residential development on the availability of public services to protect property in hazardous areas ability of the flood control and runoff is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue:
 - Increased fire protection services
 - Increased protection from storm water runoff.
 -


6/14/2009 Part 22 - Economic Impact 17

23.94

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. Reference: 2005 General Plan FEIR, Page 4.11-23

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 18



Fire Department

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of the fire department to provide adequate emergency medical services and fire protection or suppression is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue :
 - Medical emergencies.
 - Fire suppression.
 - Fire protection.
 - Hazardous materials.


6/14/2009 Part 22 - Economic Impact 18

23.95

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.
Reference: 2005 General Plan FEIR, Page 4.11-24

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 19



Police Department

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of the police department to provide adequate response to police emergencies not discussed or quantified . Economic impacts include identification of both expenses and sources of revenue :
 - Police protection.
 - Crime investigation.
 - Traffic control.

6/14/2009 Part 22 - Economic Impact 19

23.96


Police Department

•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.

Reference: 2005 General Plan FEIR, Page 4.11-24
2009-2011 Proposed Budget

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 20



Schools

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide adequate instruction and instructional facilities and materials is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection
 - Implementation schedule
 - Expenses and revenue for school site.
 - Expenses and revenue for operation.

6/14/2009 Part 22 - Economic Impact 20


23.97

Schools (Impact PS-3). An estimated 3,486 new VUSD students projected by 2025 under this scenario. Based on 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 reduce 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. Reference: 2005 General Plan FEIR, Page 4.11-24

The total seat cost for 6,613 units of a 2,500 square foot dwelling unit residential development is estimated to be \$54,557,250 with only \$35,379,550 collected in developer fees leaving the school district and taxpayer to pay **\$19,177,700.**

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 21



Libraries

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide adequate library facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection
 - Implementation schedule
 - Expenses and revenue for library site and materials.
 - Expenses and revenue for library operation.

6/14/2009 Part 22 - Economic Impact 21

23.98

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.

Reference: 2005 General Plan FEIR, Page 4.11-24

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 22



Solid Waste

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide adequate solid water disposal facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection
 - Implementation schedule
 - Expenses and revenue for solid waste site.
 - Expenses and revenue for solid waste site operation.

6/14/2009 Part 22 - Economic Impact 22


23.99

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 to close in the 2022-2027 time period. Absent an alternative means/location for disposing of waste, impacts are Class I, unavoidably significant.

Reference: 2005 General Plan FEIR, Page 4.11-24

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 23



Recreation & Parks

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide adequate recreation and park facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection
 - Implementation schedule
 - Expenses and revenue for recreation or park site.
 - Expenses and revenue for recreation or park site operation.

6/14/2009 Part 22 - Economic Impact 23


23.100

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.

Reference: 2005 General Plan FEIR, Page 4.11-26

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 24



Roadway Systems

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide adequate roadways and transportation facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and improvements required
 - Implementation schedule
 - Expenses and revenue for site right-of-way.
 - Expenses and revenue for roadway operation.


6/14/2009 Part 22 - Economic Impact 24

23.101

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.
Reference: 2005 General Plan FEIR, Page 4.12-21

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 25



Alternative Modes of Transportation

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of to provide alternative modes of transportation and facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and improvements required
 - Implementation schedule
 - Expenses and revenue for alternative modes of transportation sites.
 - Expenses and revenue for alternative mode of transportation operation.
 - Each resident of the City of San Buenaventura is currently subsidizing Gold Coast Transit at a rate of \$28.18 per year.

6/14/2009 Part 22 - Economic Impact 25

23.102

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.

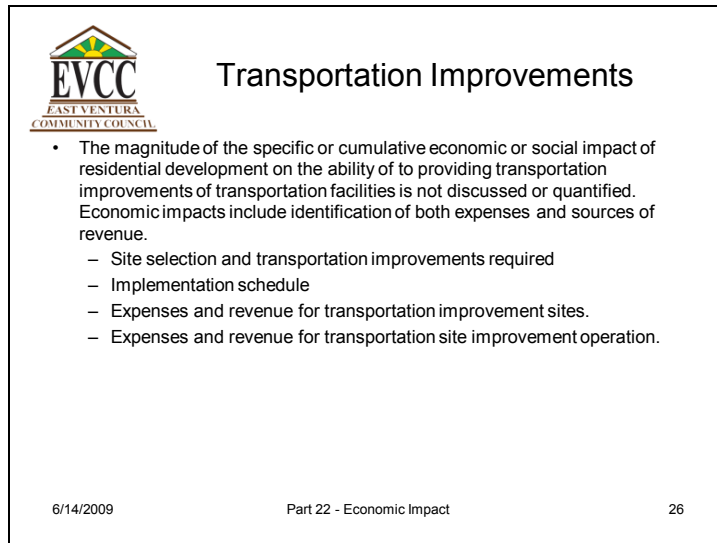
Reference: 2005 General Plan FEIR, Page 4.12-22

$\$3,051,318/108,261 = \$28.18/\text{year}/\text{resident}$.

Reference: 2005 General Plan FEIR, Page 4.12-22

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 26



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Transportation Improvements

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of providing transportation improvements of transportation facilities is not discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and transportation improvements required
 - Implementation schedule
 - Expenses and revenue for transportation improvement sites.
 - Expenses and revenue for transportation site improvement operation.

6/14/2009 Part 22 - Economic Impact 26


23.103

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.

Reference: 2005 General Plan FEIR, Page 4.12-23

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 27



Groundwater

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of providing an adequate water supply using water from underground aquifers has not been adequately demonstrated, discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and improvements required
 - Implementation schedule
 - Expenses and revenue for groundwater sites.
 - Expenses and revenue for groundwater site operation.

6/14/2009 Part 22 - Economic Impact 27

23.104


Groundwater. 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).

Reference: 2005 General Plan FEIR, Page 4.13-18

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 28



Water Supply

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of providing an adequate water supply and distribution system using water from underground aquifers, rivers and lakes has not been adequately demonstrated, discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and improvements required.
 - Distribution facility requirements and improvements.
 - Implementation schedule
 - Expenses and revenue for water supply sites and distribution facility construction.
 - Expenses and revenue for water supply site and distribution facility operation.

6/14/2009 Part 22 - Economic Impact 28


23.105

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.

Reference: 2005 General Plan FEIR, Page 4.13-19

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 29



Wastewater Conveyance

- The magnitude of the specific or cumulative economic or social impact of residential development on the ability of providing an adequate wastewater conveyance system has not been adequately demonstrated, discussed or quantified. Economic impacts include identification of both expenses and sources of revenue.
 - Site selection and improvements required.
 - Distribution wastewater facility requirements and improvements.
 - Implementation schedule
 - Expenses and revenue for wastewater conveyance and treatment site construction.
 - Expenses and revenue for wastewater conveyance and treatment site operation.

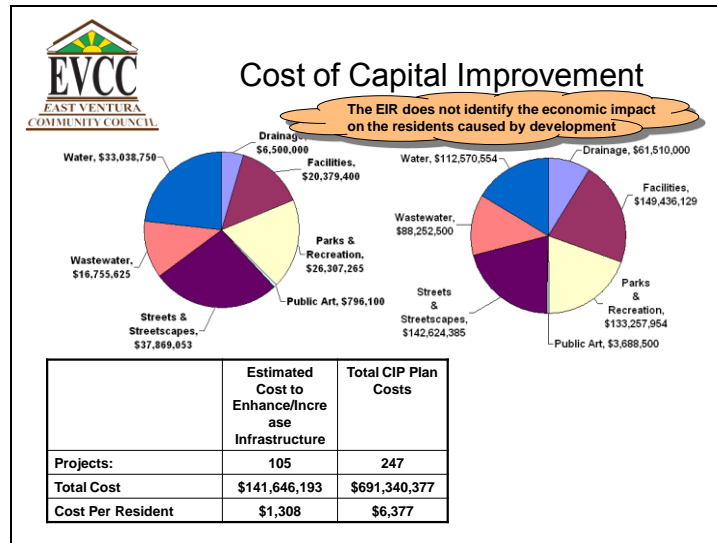
6/14/2009 Part 22 - Economic Impact 29

23.106

Wastewater Conveyance and Treatment (Impact U-2). Projected increase in flow of 2.88 million gallons per day (mgd) at VWRP 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
Reference: 2005 General Plan FEIR, Page 4.13-19

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 20
 Fiscal Impact

Slide 30




23.107

The proposed 2008-2013 contains 247 current, pending or potential capital improvement projects at a total cost of \$691,340,022 which involve the procurement, construction, or installation of facilities and related equipment, which improves, preserves, enhances, or modernizes the City's provision of municipal services, have a useful life of at least five years, and that cost in excess of \$25,000. It is estimated that the costs of the 105 current, pending or potential capital improvement projects at a total cost of \$141,646,193 are attributable to enhancing or increasing infrastructure capacity in order to support development.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 31



**City of San Buenaventura
Capital Improvement**


- **Purpose**
- **Summary of Projects by Category Chart**
- **Summary of Projects by Category Table**
- **Glossary**

6/14/2009 Part 22 - Economic Impact 31

23.107

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 32



City of San Buenaventura Capital Improvement Projects

- City of San Buenaventura Capital Improvement Projects which involve the procurement, construction, or installation of facilities and related equipment, which impact the City provisioning of municipal services by:
 - Preserving (Extending the life of the present infrastructure)
 - Modernizing (Replacement of obsolete processes and equipment)
 - Improving (Increasing **efficiency** or reducing cost)
 - Enhancing (**Increasing** capacity or capability)
- Preserving and modernizing facilities and related equipment preserves and replaces obsolete or worn-out infrastructure for the public benefit of all.
- Improving and enhancing facilities and related equipment increases the capability of the City to provide of municipal services, **without which, residential development would not be possible.**
- This action is tantamount to public subsidization of residential development for a private interest group.

6/14/2009 Part 22 - Economic Impact 32

City of San Buenaventura Capital Improvement Projects

City of San Buenaventura Capital Improvement Projects which involve the procurement, construction, or installation of facilities and related equipment, which impact the City provisioning of municipal services by:

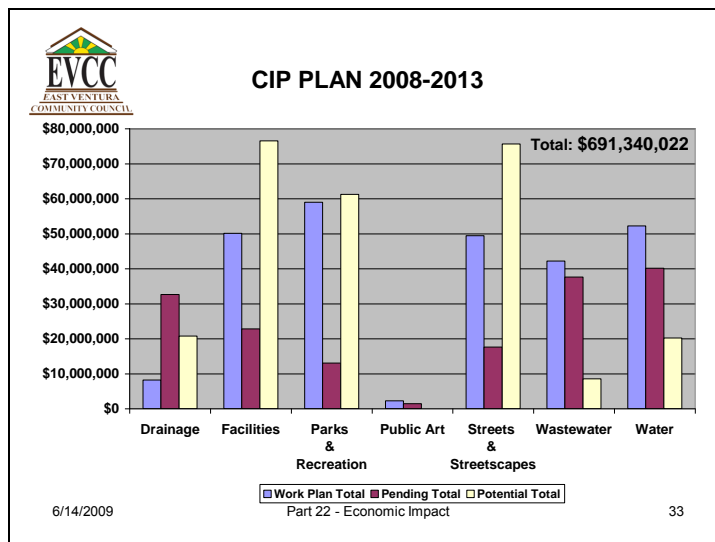
- Preserving
- Modernizing
- Improving
- Enhancing

Improving and enhancing facilities and related equipment increases the capability of the City to provide of municipal services, without which, residential development would not be possible.

This action is tantamount to public subsidization of residential development for a private interest group


23.107

Slide 33



Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 34




CIP Plan 2008-2013 (Proposed)

	Work Plan Total	Pending Total	Potential Total	Total
Drainage	\$8,160,000	\$32,600,000	\$20,750,000	\$61,510,000
Facilities	\$50,136,129	\$22,800,000	\$76,500,000	\$149,436,129
Parks & Recreation	\$58,974,954	\$13,033,000	\$61,250,000	\$133,257,954
Public Art	\$2,278,500	\$1,410,000	\$0	\$3,688,500
Streets & Streetscapes	\$49,428,337	\$17,596,048	\$75,600,000	\$142,624,385
Wastewater	\$42,152,500	\$37,600,000	\$8,500,000	\$88,252,500
Water	\$52,219,000	\$40,151,554	\$20,200,000	\$112,570,554
Total	\$263,349,420	\$165,190,602	\$262,800,000	\$691,340,022

6/14/2009 Part 22 - Economic Impact 34

Slide 35



Glossary

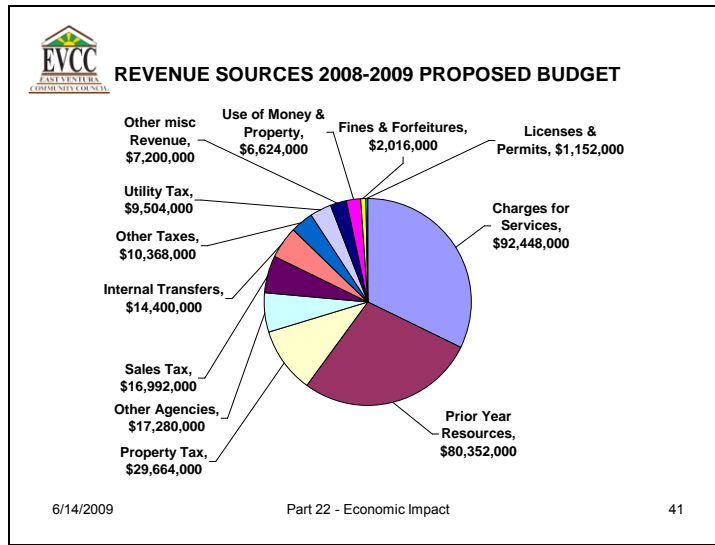
- **Capital Improvement Project:** A specific undertaking involving the procurement, construction, or installation of facilities and related equipment, which improves, preserves, enhances, or modernizes the City's provision of municipal services, has a useful life of at least five years, and that costs in excess of \$25,000 (excluding public art projects).
- **Work Plan Project:** A Capital Improvement Project that is anticipated to begin activity within the first two years of the Capital Improvement Project Plan, or is a phased project that was active prior to the first two years of the Capital Improvement Project Plan.
- **Pending Project:** A Capital Improvement Project that is not anticipated to begin activity within the first two years of the Capital Improvement Project Plan.
- **Potential Project:** A Capital Improvement Project that is identified for future consideration and to identify potential for grant funding opportunities.

6/14/2009 Part 22 - Economic Impact 35

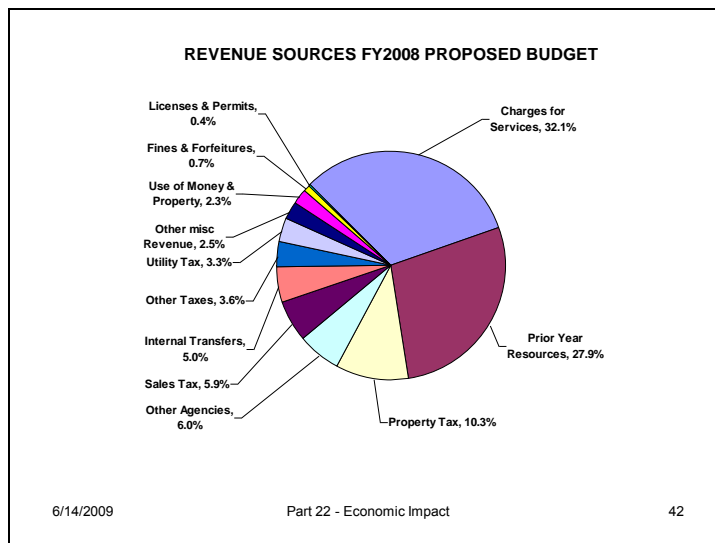
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Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 20
 Fiscal Impact

Slide 41



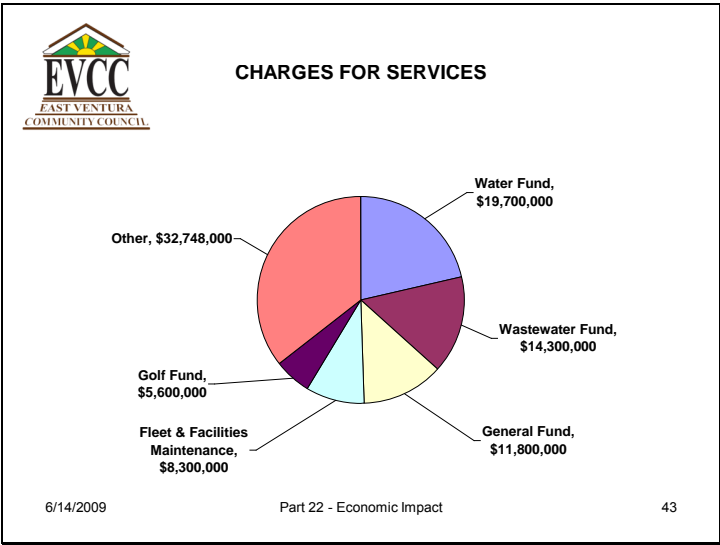
Slide 42



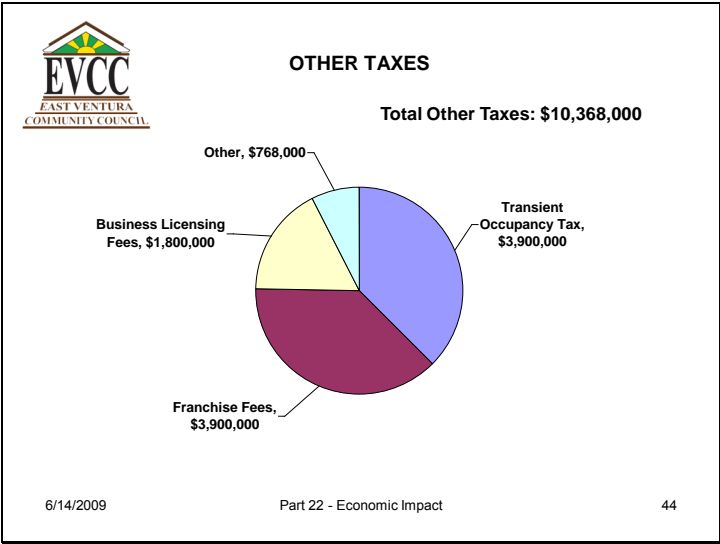
23.107

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 43



Slide 44



23.107

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

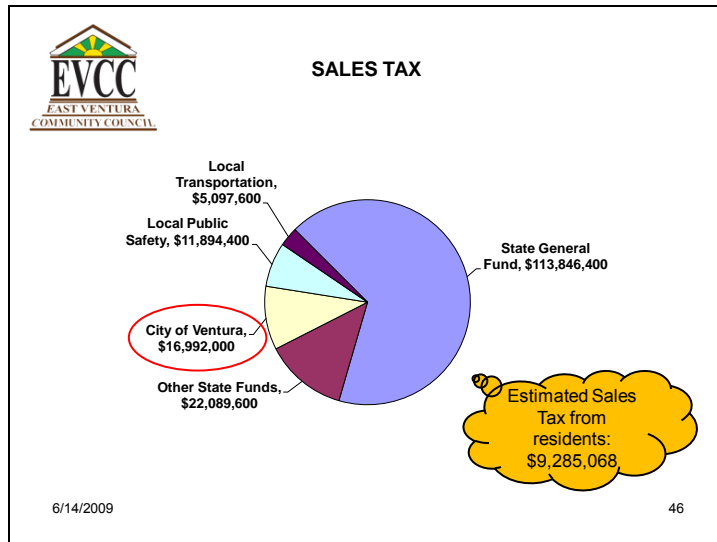
Slide 45

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Sales Tax

6/14/2009 Part 22 - Economic Impact 45


Slide 46



23.107

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 20
 Fiscal Impact

Slide 47

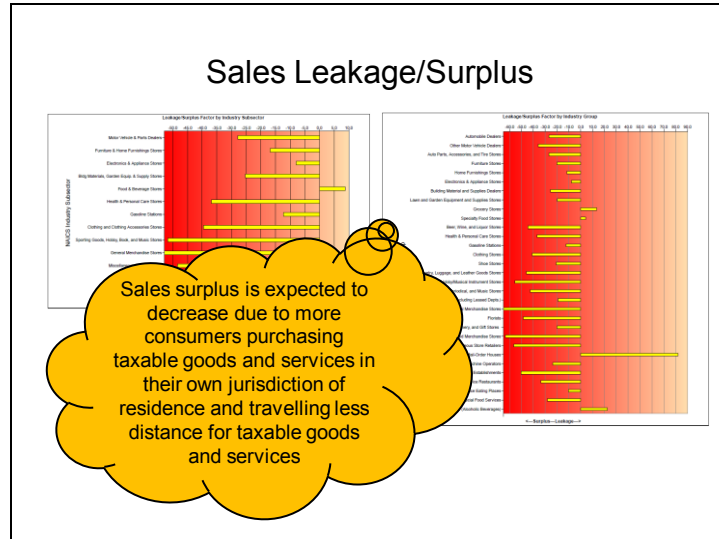
Sales Tax Per Household	
	
Household Population	106,360
Average Household Size	2.57
Estimated Number of Households	41,385
Household Median Income	\$65,974
Total Household Income	\$2,730,348,109
Estimated Income Spend on Taxable Goods & Services (36%)	\$982,925,319
Sales Tax (7.25%)	\$71,262,086
City of San Buenaventura Share of Sales Tax (10%)	\$7,126,209
City of San Buenaventura Share of Sales Tax Per Household	\$172

23.107

The City of San Buenaventura share of sales tax resulting from a median income household is \$172.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 48



23.107

- Sales Surplus in City of San Buenaventura accounts for greater per capita sales tax.
 - Analysis of 2006 Retail Sales Leakage data obtained from the City of San Buenaventura revealed the City share of tax collected from the sales of taxable goods and services in the City to be **\$16,235,330** when calculated from supply (retail sales) data.
 - The City share of tax collected from the sales of taxable goods and services in the City was calculated to be **\$9,285,068** when calculated from supply (retail potential) data.
 - Therefore, the City depends on **\$6,950,262** of its share of taxes collected from sales of taxable goods and services to be generated by persons from outside of the City and this sales surplus is expected to decrease due to more consumers purchasing taxable goods and services in their own jurisdiction of residence and travelling less distance for taxable goods and services.
 - Expenditures on taxable goods and services by residents of the City of San Buenaventura account for only 57% of the total sales tax collected.
 - 2006 Median Household Income - \$64,025.
- Source File: Retail & Food Market Analysis 2009 04 03 0839

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 20
 Fiscal Impact

Slide 49

6/14/2009 Part 22 - Economic Impact 49

Slide 50

	CONSERVATIVE	AGGRESSIVE
Minimum house price:	\$ 201,424.78	247,274.41
Loan amount:	\$ 201,424.78	247,274.41
Monthly mortgage payment:	\$ 1,207.64	1,482.54
Taxes/homeowner insurance:	\$ 331.75	331.75
Total monthly payment:	\$ 1,539.39	1,814.29

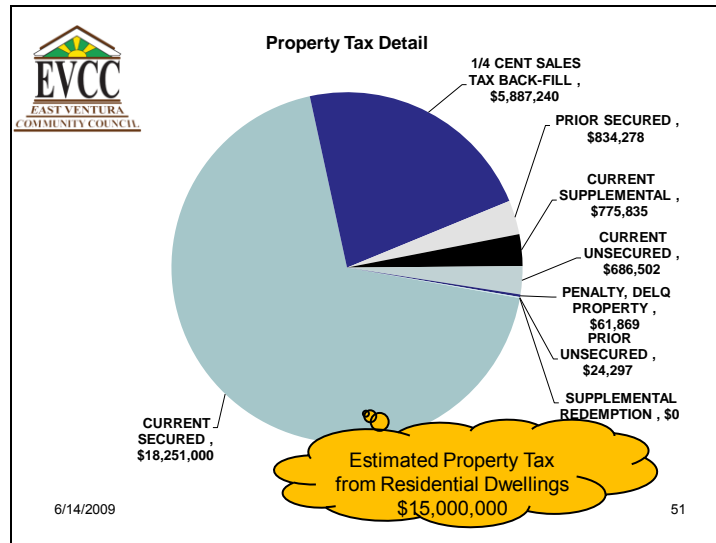
City of San Buenaventura share of Property Taxes \$332-\$408.

23.107

The estimated City of San Buenaventura share of the property tax on a single family house affordable to a household with a 2008 Median Income of \$65,974 is \$332-\$408.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 51



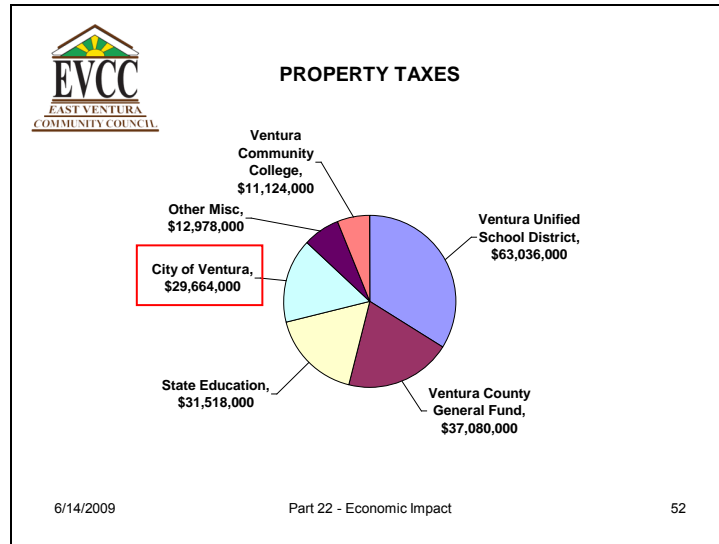
Property Tax Exemptions:

- Decline In Value - In preparing the 2008-09 assessment roll, the Assessor proactively reviewed over 34,000 properties purchased since 2004 to determine if they qualified for a Decline in Value assessment. Of the over 43,000 properties reviewed, over 34,000 received reductions in their taxable value. - Ventura Tax Assessor
- Homeowners Exemption - If you own a home and occupy it as your principal place of residence on January 1, you may apply for a Homeowners' Exemption. This exemption will reduce your annual tax bill by at least \$70. -Ventura County Tax Assessor.
- Welfare Exemptions - This exemption applies to properties used exclusively for religious, hospital, scientific or charitable purposes. The property must be owned or held in trust by a non-profit organization that holds an Organization Clearance Certificate issued by the State Board of Equalization. Qualifying purposes and property use include:
 - Property used exclusively for religious, hospital, scientific or charitable purposes
 - Property used exclusively for schools of less than collegiate level
 - Property used exclusively for nursery school purposes
 - Property used exclusively for noncommercial educational FM stations or educational TV station
 - Property used exclusively for housing and related facilities for low/moderate income elderly or handicapped families, and is financed by HUD
 - Property used exclusively for rental housing for lower income households
 - Property used exclusively for emergency or temporary shelter for homeless people
 - Property used exclusively for housing and related facilities for employees of religious, hospital, scientific or charitable organizations if the use is necessary for the operation of the organization
 - Charitable purposes include educational purposes, which mean those purposes and activities for the benefit of the community as a whole

23.107

Wells-Saticoy Community Plan EIR-2473 Review Comments
 Chapter 20
 Fiscal Impact

Slide 52



A total revenue of \$185,400,000 is collected from the value of property in the City of San Buenaventura. The City of San Buenaventura receives \$29,664,000, of 16.5%, of the total revenue collected.

23.107

Slide 53

Residential Dwelling Unit Property Taxes

	Single Family Dwelling Unit		Multi-Family Dwelling Unit		Mobile Home Park	
	Dwelling Units	Net Parcel Value	Dwelling Units	Net Parcel Value	Dwelling Units	Net Parcel Value
Table 2: E-5 CDOF City/County Population & Housing Estimates 2008 01 01	23,548		16,236		2,623	
Estimated Average Parcel Value Per Dwelling Unit from Parcel Data		\$284,237		\$141,934		\$58,765
Property Tax		\$2,842		\$1,419		\$588
City of San Buenaventura Share of Property Tax Per Dwelling Unit (16.5%)		\$469		\$234		\$97

6/14/2009 53

Owners of Single Family dwelling units pay a disproportionate share of property taxes per dwelling unit than those owners of multi-family dwelling units.

The San Buenaventura share of property tax per Residential Dwelling Unit:

- Single Family Dwelling Unit - \$469
- Multi-Family Dwelling Unit - \$234
- Mobile Home Park Parcel - \$87

Slide 54

Chapel Lane Senior Retirement




Property Value:
 \$4,678,843
 Property Tax: \$0
 Annual Loss in City of
 San Buenaventura
 share of property tax:
 \$7,720

Low income housing pays no property tax:

- Property Value: \$4,678,843
- Property Tax: \$0
- Annual Loss in City of San Buenaventura share of property tax: \$7,720

Slide 55

23.107




Property Tax Analysis

SITE USE DESC	SINGLE FAMILY		MULTI-FAMILY		MOBILE HOMES	
	DU	NET VALUE	DU	NET VALUE	DU	NET VALUE
TRACT SINGLE FAMILY DWELLING; SINGLE FAMILY DWELLING WITH A GUEST HOUSE, GARAGE APARTMENT OR SLEEPING ROOM	14,641	\$4,115,682,101	0	\$0	0	\$0
CUSTOM SINGLE FAMILY DWELLING; SINGLE FAMILY DWELLING WITH A GUEST HOUSE, GARAGE APARTMENT OR SLEEPING ROOM	6,890	\$2,457,823,814	0	\$0	0	\$0
SINGLE FAMILY DWELLING ON A PARCEL 5 ACRES OR LARGER	0	\$0	0	\$0	0	\$0
2 COMPLETE SINGLE FAMILY DWELLINGS ON A PARCEL WHICH IS NOT FURTHER SUBDIVIDABLE UNDER CURRENT ZONING	790	\$100,935,304	0	\$0	0	\$0
3 FAMILY DWELLING - DUPLEX AND A SINGLE	0	\$0	462	\$64,378,461	0	\$0
4 FAMILY DWELLING - TRIPLEX AND A SINGLE	0	\$0	72	\$6,096,184	0	\$0
4 FAMILY DWELLING - DUPLEX AND 2 SINGLES	0	\$0	52	\$5,232,909	0	\$0
3 INDIVIDUAL FAMILY DWELLINGS	126	\$12,344,807	0	\$0	0	\$0
4 INDIVIDUAL FAMILY DWELLINGS	60	\$6,415,157	0	\$0	0	\$0
2 FAMILY DWELLING - DUPLEX	0	\$0	1,548	\$241,105,505	0	\$0

6/14/2009
Part 22 - Economic Impact
55

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 20
Fiscal Impact

Slide 56




Property Tax Analysis

	DWELLING UNITS	NET VALUE	DWELLING UNITS	NET VALUE	DWELLING UNITS	NET VALUE
3 FAMILY DWELLING - TRIPLEX	0	\$0	213	\$22,627,010	0	\$0
4 FAMILY DWELLING - 2 DUPLEX	0	\$0	168	\$17,263,387	0	\$0
4 FAMILY DWELLING - QUADPLEX	0	\$0	508	\$52,885,233	0	\$0
CONDOMINIUM, TOWNHOUSE, AND PLANNED DEVELOPMENT	0	\$0	5,008	\$1,204,905,392	0	\$0
5 TO 9 LIVING UNITS - APARTMENT TYPE CONSTRUCTION - NOT CONDOMINIUMS	0	\$0	138	\$71,639,831	0	\$0
10 OR MORE LIVING UNITS - APARTMENT TYPE CONSTRUCTION - NOT CONDOMINIUMS	0	\$0	166	\$618,454,447	0	\$0
MOBILE HOME IN MOBILE HOME PARK	0	\$0	0	\$0	1,995	\$25,234,264
MOBILE HOME ON OWNER'S LOT (NOT IN MOBILE HOME PARK OR MOBILE HOME CONDO)	0	\$0	0	\$0	4	\$1,104,122
MOBILE HOME ON OWNER'S LOT IN MOBILE HOME CONDO	0	\$0	0	\$0	120	\$77,872,919
MOBILE HOME PARK	0	\$0	0	\$0	0	\$49,929,199
TOTAL	22,507	\$6,693,201,183	8,335	\$2,304,588,359	2,119	\$154,140,504

6/14/2009 Part 22 - Economic Impact 56

23.107

Slide 57



Direct Labor Cost of Fire & Police

	Fire	Police	Staff
Medical/Dental	\$2,295	\$2,723	\$2,625
Vision	\$138	\$140	\$138
Life	\$67	\$60	\$182
Long Term Disability	\$25	\$14	\$841
Retirement	\$36,801	\$39,514	\$11,678
Unemployment	\$89	\$93	\$66
Optional Benefits	\$4,923	\$3,978	\$4,687
Deferred Compensation	\$207	\$24	\$926
Administration	\$2,225	\$2,509	\$1,234
Medicare	\$846	\$1,278	\$894
Total Cost of benefits	\$47,617	\$50,333	\$23,271
Plus Annual Base Salary	\$93,258	\$98,148	\$66,418
Worker's Compensation	\$8,682	\$14,682	\$1,714
TOTAL COMPENSATION	\$149,557	\$163,163	\$91,402
Number of Personnel	79	138	
Annual Direct Cost	\$11815003	\$22516494	
Annual Cost Per Household	\$286	\$544	

6/14/2009 Part 22 - Economic Impact 57

Direct Labor Cost of Fire & Police

Source: City of Ventura Chief Financial Officer Handout to Blue Ribbon Budget Committee

Wells-Saticoy Community EIR-2473 Review Comments
Chapter 21
Public Infrastructure

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment or the cumulative impact of other proposed residential developments on the subject.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development or the cumulative effects of other proposed residential developments on the subject area of concern.

Deficiencies in the Northeast Wells Community Wastewater System are not identified even though known by City Staff since 2006.

The EIR used data developed from erroneous planning documents in determining public infrastructure requirements and capacities.

The EIR used planning data based on obsolete source reports.

The above statements are substantiated by information contained in the following attachments.

23.108

Wells-Saticoy Community EIR-2473 Review Comments
Chapter 21
Public Infrastructure

Slide 1

Neighbors Together

Wells-Saticoy Community EIR-2473
Environmental Impact Report Review
Comments

Public Infrastructure

East Ventura Community Council
Planning & Development Committee
14 June 2009
Daniel Cormode, Chairman

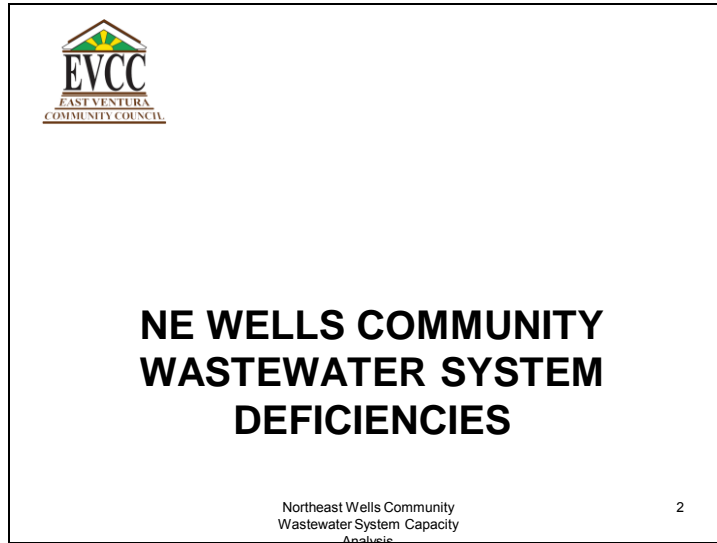
Working Towards The Future

Northeast Wells Community Wastewater System Capacity Analysis 1

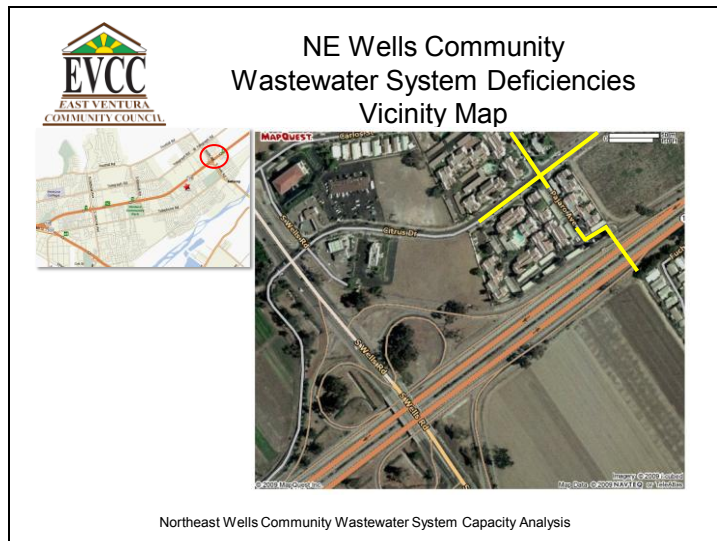
23.108

Wells-Saticoy Community EIR-2473 Review Comments
Chapter 21
Public Infrastructure

Slide 2



Slide 3

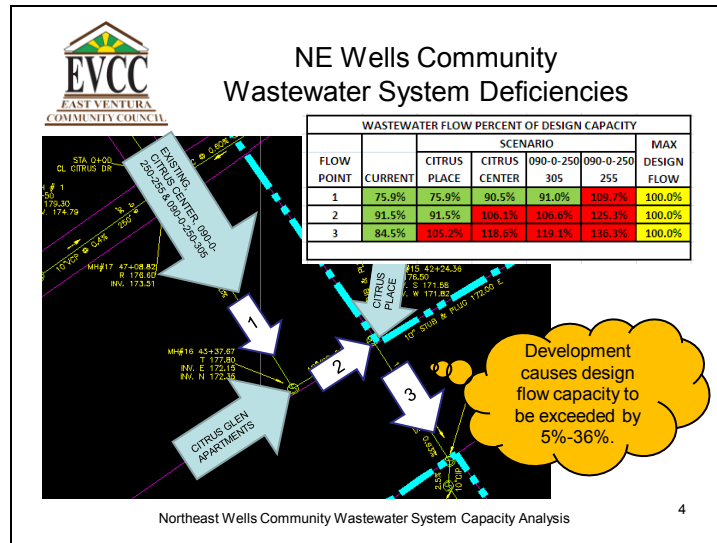


23.108

The Northeast Wells Community Wastewater System drains under the Hwy 126 Freeway and collects all sewage generated in the area bounded the north by Telegraph Road, on the east by Franklin Barranca, on the west by Wells Road and on the south bounded by the Hwy 126 Freeway.

Wells-Saticoy Community EIR-2473 Review Comments
 Chapter 21
 Public Infrastructure

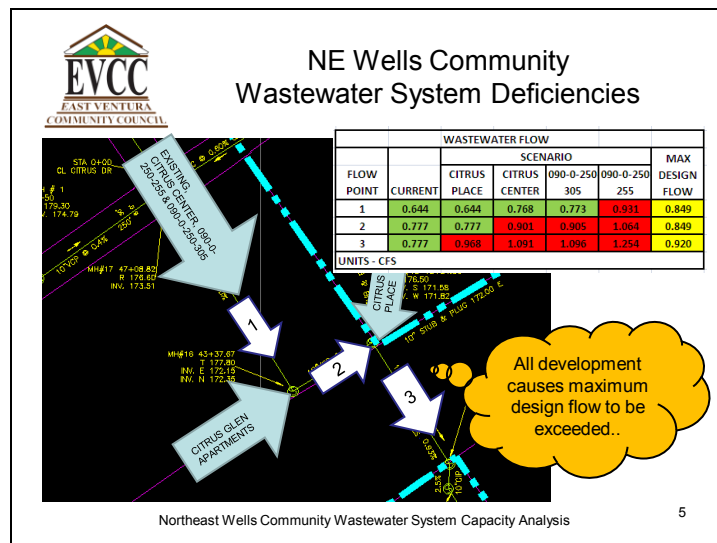
Slide 4



All residential developments cause the design flow capacity of the Northeast Wells Community Wastewater System design flow capacity to be exceeded by a range of 5% to 36% at one or all of the three flow points.

23.109

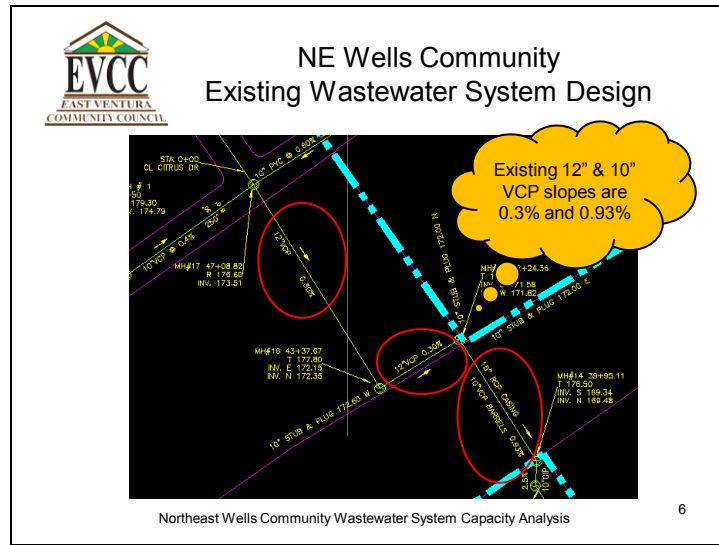
Slide 5



All residential developments cause the design flow capacity of the Northeast Wells Community Wastewater System design flow capacity to be exceeded by a range of 0.048 cfs to 0.334 cfs at one or all of the three flow points.

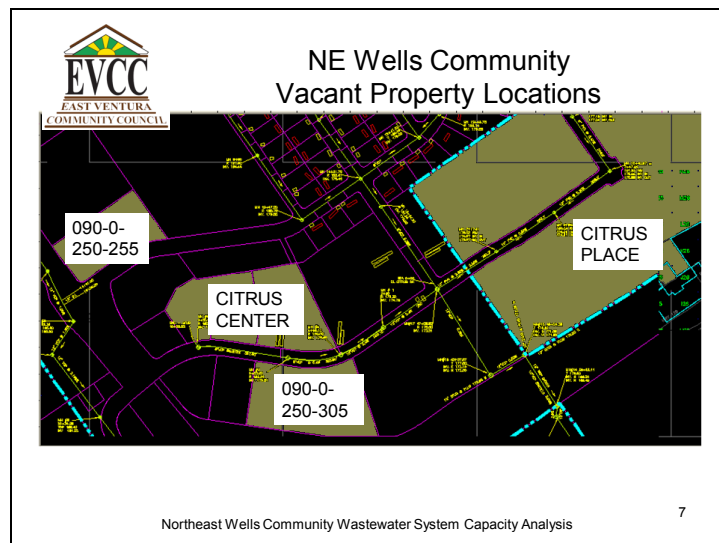
Wells-Saticoy Community EIR-2473 Review Comments
 Chapter 21
 Public Infrastructure

Slide 6



Sewage currently flows through 12" VCP at a slope of 0.3% from the intersection of Pajaro Avenue and Citrus Drive to the Hwy 126 Freeway with a maximum design flow capacity of 0.849 cfs and flows through 10" VCP at a slope of 0.93% under the Hwy 126 Freeway at a maximum design capacity of 0.920 cfs.

Slide 7

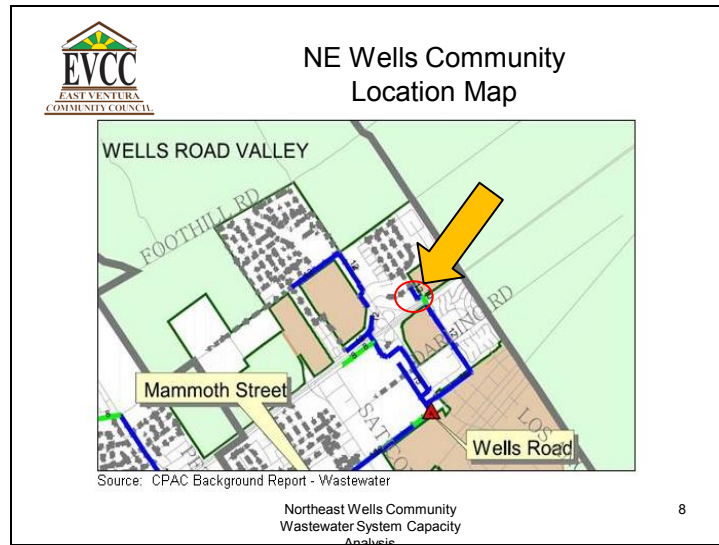


23.109

The Northeast Wells Community currently contains four parcels with planned or possible future development: (1) Citrus Place, 21.95 acres, 184 du; (2) Citrus Center, 3.48 acres, 56 du; (3) Parcel 090-0-250-255, 1.59 acres, 25 du; and (4) Parcel 090-0-250-305, 2.71 acres, 43 du.

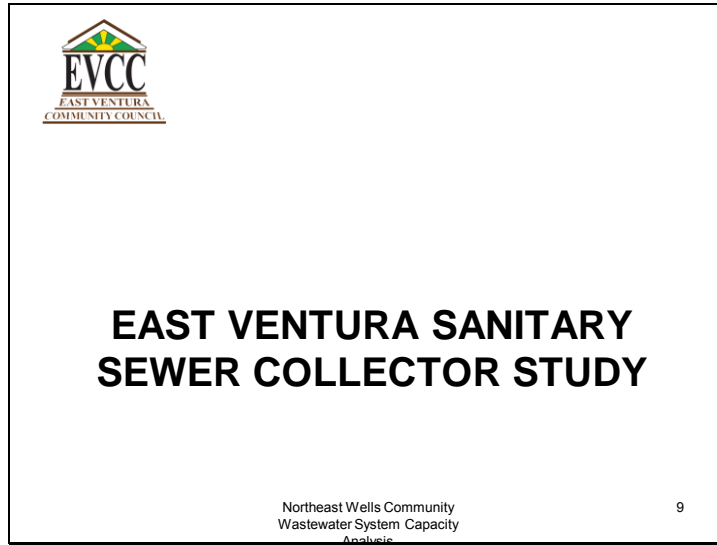
Wells-Saticoy Community EIR-2473 Review Comments
Chapter 21
Public Infrastructure

Slide 8



23.109


Slide 9



23.109

Wells-Saticoy Community EIR-2473 Review Comments
Chapter 21
Public Infrastructure

Slide 10



EVCC
EAST VENTURA
COMMUNITY COUNCIL

East Ventura Sanitary Sewer Collector Study

Daniel Cormode

From: Daniel Cormode [mailto:dcormode@globalnet.net]
Sent: Thursday, May 07, 2009 4:08 PM
To: aj@globalnet.net
Cc: DANIEL CORMODE
Subject: F:\Use of East Ventura Sanitary Sewer Collector Study in Determining Impact of Residential Development
Attachments: NE Wells Community Wastewater Report Analysis 2009-09-07.pdf; NE Wells Community Wastewater Discharge Analysis 2009-02-28.pdf

From: Daniel Cormode [mailto:dcormode@globalnet.net]
Sent: Thursday, May 07, 2009 12:44
To: 'Norwalk, Karen' [mailto:karen@cityofnorwalk.com]; 'mccoy@cityofnorwalk.com'; 'dshaffer@cityofnorwalk.com'; 'd@cityofnorwalk.com'; 'd@cityofnorwalk.com'; 'Theodore@cityofnorwalk.com'
Subject: Use of East Ventura Sanitary Sewer Collector Study in Determining Impact of Residential Development

Re: Use of East Ventura Sanitary Sewer Collector Study dated 12 August 1995
to Determine the Impact of Residential Development on Sewer Capacity

Re: (a) Daniel Cormode letter re: NE Wells Community Wastewater System Analysis dated 28 Feb 2009
(b) East Ventura Sanitary Sewer Collector Study dated 12 August 1995

1. Reference (a) questioned the efficiency of communicating salient comments and project information between management, planning and engineering personnel with an objective in the capacity of the Northeast Wells Community Wastewater System to support new development and requested identification of actions which were being taken to rectify the issue.
2. During discussions with City Staff subsequent to the above letter, I was made aware of the East Ventura Sanitary Sewer Collector Study dated 12 August 1995, references (b), which reportedly are used as the authoritative source data in determining both the current and future requirements for the East Ventura sewer system requirements.
3. A review of the East Ventura Sanitary Sewer Collector Study dated 12 August 1995 was conducted to determine the veracity of the report to be used for an authoritative source data in identifying both the current and future requirements for the East Ventura sewer system requirements.
4. As a result of the review of the East Ventura Sanitary Sewer Collector Study dated 12 August 1995, it is my opinion that the subject document is obsolete and does not reflect current land use planning. The deficiencies noted in the attached document prevent its use as an authoritative source of data in identifying both the current and future requirements for the East Ventura sewer system requirements. Thereby, negating the veracity and technical accuracy of any conclusions as to sewer capacity in any mitigated negative declarations or environmental impact reports relative to Wells-Saticoy Community residential development projects invalid and possibly fraudulent if not corrected.
5. For additional information, please contact Daniel Cormode by telephone at 805-447-4263 or by e-mail at dcormode@globalnet.net

Northeast Wells Community
Wastewater System Capacity
Analysis

10


23.109

A review of the East Ventura Sanitary Sewer Collector Study dated 12 August 1995 was conducted to determine the veracity of the report to be used for a authoritative source data in identifying both the current and future requirements for the East Ventura sewer system requirements.

As a result of the review of the East Ventura Sanitary Sewer Collector Study dated 12 August 1995, it is my opinion that the subject document is obsolete and does not reflect current land use planning. The deficiencies noted in the attached document prevent its use as an authoritative source of data in identifying both the current and future requirements for the East Ventura sewer system requirements, thereby, negating the veracity and technical accuracy of any conclusions as to sewer capacity in any mitigated negative declarations or environmental impact reports relative to Wells-Saticoy Community residential development projects invalid and possibly fraudulent if not corrected.

Wells-Saticoy Community EIR-2473 Review Comments
 Chapter 21
 Public Infrastructure

Slide 11



East Ventura Sanitary Sewer Collector Study

Comparison of East Ventura Sanitary Sewer Collector Study and Flow Rate Using Average Sewer Discharge Coefficients and Peak Flow Rates

Area No.	Gross Acreage	Est. Phosphy Density	Dwelling Units	Loading Factor	Average Flow		Peak Flow	
					East Ventura Sanitary Sewer Collector Study	Flow Rate Using Average Sewer Discharge Coefficients and Peak Flow Rates (1)	East Ventura Sanitary Sewer Collector Study	Flow Rate Using Average Sewer Discharge Coefficients and Peak Flow Rates (2)
3	35.97	8	216	1,426	80,890	48,348	83,989	88,957
4	66.54	8	499	1,426	84,982	194,785	186,887	126,194
5	9.38	14.73	216	2,626	24,623	48,348	40,827	68,364
7	1.58	14.73	23	2,626	4,148	4,888	6,843	6,262
9	3.8	14.73	53	2,626	9,450	11,933	15,983	16,273
11A	15.42	8	120	1,426	21,974	28,889	28,264	33,889
11B	7.82	8	81	1,426	11,387	13,268	18,739	17,492

(1) Average Flow (gpd) = Dwelling Units (du) x 2.57 persons/du x 0.00013 cfd/person x 84,000 sec/day x 7.481 gal/cf
 (2) Peak Flow = 1.3 x Average Flow

- Average Flow Rates contained in the East Ventura Sanitary Sewer Collector Study are underestimated. Average Flow Rate calculated using the City of San Buenaventura Department of Engineering Average Sewer Discharge Coefficients and Peak Flow Rates and appropriate conversion factors is greater than the Average Flow Rate contained in the East Ventura Sanitary Sewer Collector Study for Area Nos. 4, 5, 7, 9 and 11. The Peak Flow Rates of 1.68 and 1.30 are inconsistent between the two analyses.

Northeast Wells Community
Wastewater System Capacity
Analysis

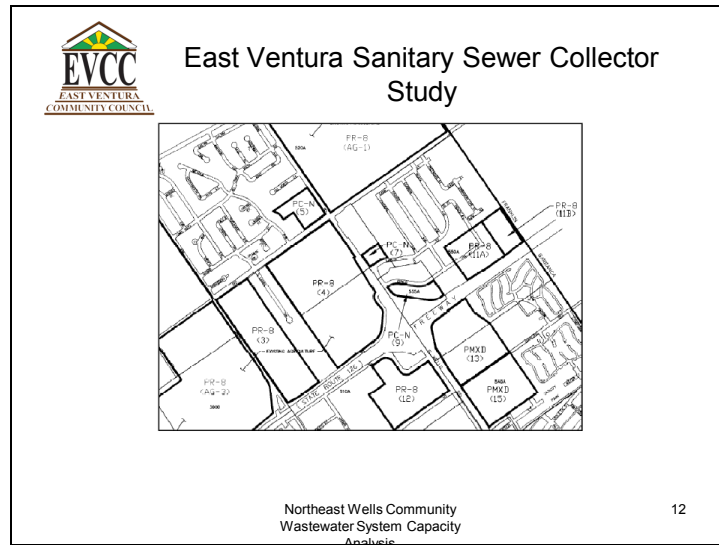
11

23.109

Average Flow Rates contained in the East Ventura Sanitary Sewer Collector Study are underestimated. Average Flow Rate calculated using the City of San Buenaventura Department of Engineering Average Sewer Discharge Coefficients and Peak Flow Rates and appropriate conversion factors is greater than the Average Flow Rate contained in the East Ventura Sanitary Sewer Collector Study for Area Nos. 4, 5, 7, 9 and 11. The Peak Flow Rates of 1.68 and 1.30 are inconsistent between the two analyses.

Wells-Saticoy Community EIR-2473 Review Comments
Chapter 21
Public Infrastructure

Slide 12




23.109

The Aster Trunk Line Modeled in the East Ventura Sanitary Sewer Collector Study is inconsistent with the actual As Built Configuration of the Marsh Trunk Sewer, Saticoy Country Club to Tract 1402 shown on Sheet 6 of 7 of File 65-D-16 of the Department of Engineering Sewer Map. The Existing Sewer System Map contained in the East Ventura Sanitary Sewer Collector Study shows a 12" Sewer Line from Manhole 550 to Manhole 540 with the Sewer Line straight between Carlos Street and south of the eastbound lane of the 126 Freeway. The As Built Configuration of the Marsh Trunk Sewer, Saticoy Country Club to Tract 1402 shown on Sheet 6 of 7 of File 65-D-16 of the Department of Engineering Sewer Map illustrates a 12" Sewer Line southerly from Carlos Street down Pajaro Avenue to north of the westbound lane of the 126 Freeway and then easterly along the 126 Freeway to near the Saticoy Drain and then a 10" Sewer Line going southerly under the 126 Freeway.

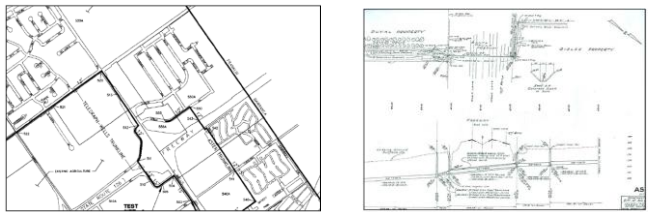
Wells-Saticoy Community EIR-2473 Review Comments
Chapter 21
Public Infrastructure

Slide 13

 **East Ventura Sanitary Sewer Collector Study**


Existing Sewer System Deficiencies with Existing + Approved Scenario, Plate 2, East Ventura Sanitary Sewer Collector Study, 1995 08 12.

As Built, Marsh Trunk Sewer, Saticoy Country Club to Tract 1402, Sheet 6 of 7, File 65-D-16, Department of Engineering, City of San Buenaventura, 1965 11 13.



Northeast Wells Community Wastewater System Capacity Analysis 13

Slide 14

 **East Ventura Sanitary Sewer Collector Study**

- The Sanitary Loading Factors contained in the East Ventura Sanitary Sewer Collector Study are underestimated. The Sanitary Loading Factor listed in the City of San Buenaventura Department of Engineering Average Sewer Discharge Coefficients and Peak Flow Rates for residential units is 0.00013 cfs per person (84 gpd) and the Sanitary Loading Factor listed in the East Ventura Sanitary Sewer Collector Study is 76 gpd.
- The Summary of Sanitary Loading Factors in the East Ventura Sanitary Sewer Collector Study lists different Sanitary Loading Factors for Existing and Future single family residential units. The 570 gpd/acre Sanitary Loading Factors for Future single family residential dwelling units is 73.0% less than the 780 gpd/acre Sanitary Loading Factor for Existing single family residential dwelling units.

Northeast Wells Community Wastewater System Capacity Analysis 14


23.109

The Sanitary Loading Factors contained in the East Ventura Sanitary Sewer Collector Study are underestimated. The Sanitary Loading Factor listed in the City of San Buenaventura Department of Engineering Average Sewer Discharge Coefficients and Peak Flow Rates for residential units is 0.00013 cfs per person (84 gpd) and the Sanitary Loading Factor listed in the East Ventura Sanitary Sewer Collector Study is 76 gpd.

The Summary of Sanitary Loading Factors in the East Ventura Sanitary Sewer Collector Study lists different Sanitary Loading Factors for Existing and Future single family residential units. The 570 gpd/acre Sanitary Loading Factors for Future single family residential dwelling units is 73.0% less than the 780 gpd/acre Sanitary Loading Factor for Existing single family residential dwelling units

Wells-Saticoy Community EIR-2473 Review Comments
Chapter 21
Public Infrastructure

Slide 15



East Ventura Sanitary Sewer Collector Study

- Maximum capacity flows are overestimated. The maximum capacity flows are overestimated by 16.5% for 10" diameter and by 11.4% for 12" diameter wastewater pipes due to errors in slope values used for flow calculations with the sewer lines having less actual capacity that stated in the East Ventura Sanitary Sewer Collector Study.

	Comparison of Discharge		Comparison of Sewer Slope	
	As Built	East Ventura Sanitary Sewer Collector Study	As Built	East Ventura Sanitary Sewer Collector Study
10" Dia				
k = 1.49, for steel corrugation			MB17 MB16 12" 0.0000	5543 5432 12" 0.0022
Area, A (ft ²)	273	273	MB16 MB15 12" 0.0000	5433 5432 10" 0.0264
Wetted Perimeter, P (ft)	1,308	1,308		
Channel Slope, S (ft/ft)	1.000	0.284		
Manning n	0.015	0.015		
Velocity, V (ft/s)	3.370939 (04719.2)	3.823911 (7543752.4)		
Discharge, Q (ft ³ /s, i.e. cfs)	0.8081721 (0087602)	0.0727964 (269444.28)		
12" Dia				
k = 1.49, for steel corrugation				
Area, A (ft ²)	383	383		
Wetted Perimeter, P (ft)	1,570	1,570		
Channel Slope, S (ft/ft)	0.03	0.0372		
Manning n	0.015	0.015		
Velocity, V (ft/s)	3.765307 (908011.62)	3.406386 (42881.075)		
Discharge, Q (ft ³ /s, i.e. cfs)	0.8482654 (2174.48)	0.5487918 (772.282)		


Northeast Wells Community
Wastewater System Capacity
Analysis

15

Maximum capacity flows are overestimated. The maximum capacity flows are overestimated by 16.5% for 10" diameter and by 11.4% for 12" diameter wastewater pipes due to errors in slope values used for flow calculations with the sewer lines having less actual capacity that stated in the East Ventura Sanitary Sewer Collector Study.

23.109

Slide 16



East Ventura Sanitary Sewer Collector Study

- The 1995 East Ventura Sanitary Sewer Collector Study is obsolete. The design criteria contained in the East Ventura Sanitary Sewer Collector Study reflects the 1989 Comprehensive Plan land use policies and has not been revised to estimate the increased sewer requirements as a result of the implementation of intensified land use policies contained in the 2005 City of Ventura General Plan

Northeast Wells Community
Wastewater System Capacity
Analysis

16

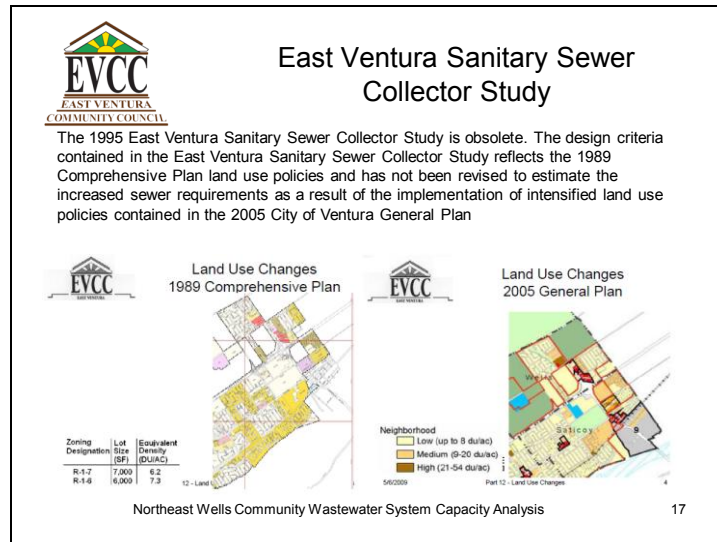
Wells-Saticoy Community EIR-2473 Review Comments

Chapter 21

Public Infrastructure

The 1995 East Ventura Sanitary Sewer Collector Study is obsolete. The design criteria contained in the East Ventura Sanitary Sewer Collector Study reflects the 1989 Comprehensive Plan land use policies and has not been revised to estimate the increased sewer requirements as a result of the implementation of intensified land use policies contained in the 2005 City of Ventura General Plan

Slide 17

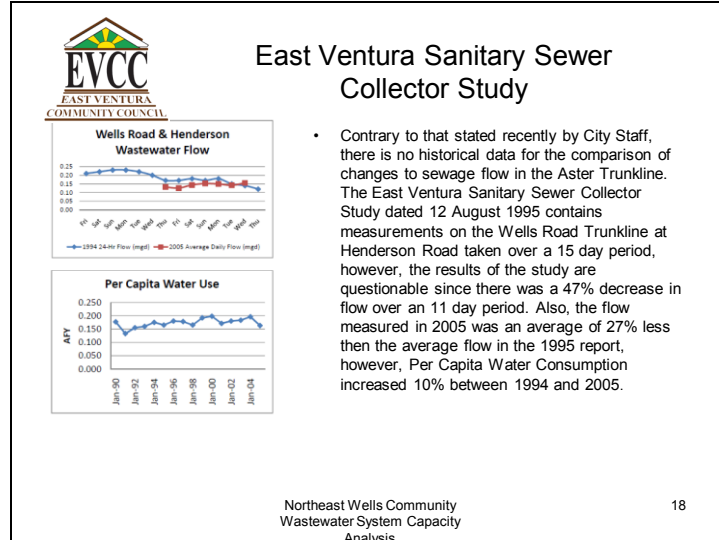


23.109

The 1995 East Ventura Sanitary Sewer Collector Study is obsolete. The design criteria contained in the East Ventura Sanitary Sewer Collector Study reflects the 1989 Comprehensive Plan land use policies and has not been revised to estimate the increased sewer requirements as a result of the implementation of intensified land use policies contained in the 2005 City of Ventura General Plan

Wells-Saticoy Community EIR-2473 Review Comments
 Chapter 21
 Public Infrastructure

Slide 18

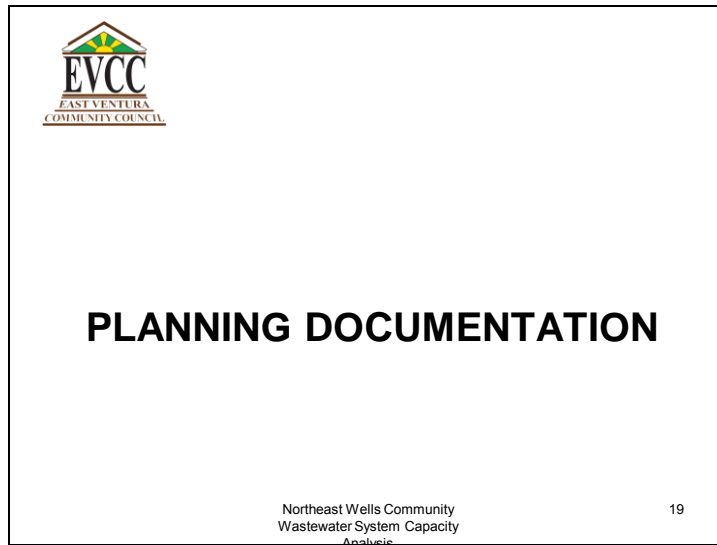


23.109

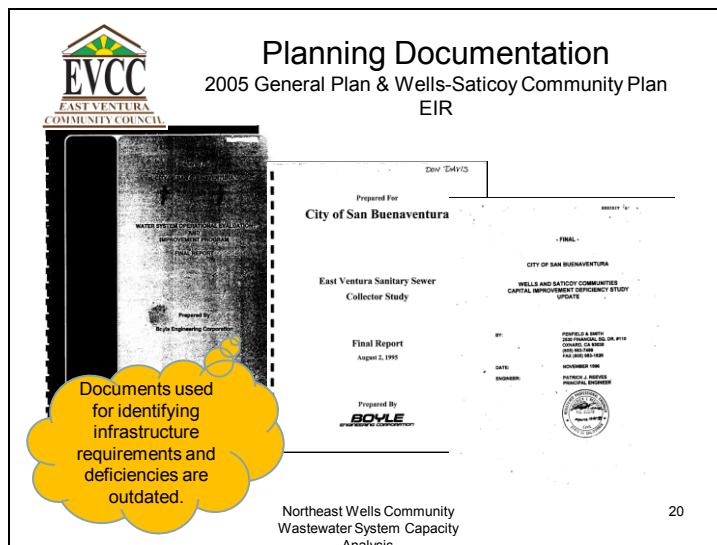
Contrary to that stated recently by City Staff, there is no historical data for the comparison of changes to sewage flow in the Aster Trunkline. The East Ventura Sanitary Sewer Collector Study dated 12 August 1995 contains measurements on the Wells Road Trunkline at Henderson Road taken over a 15 day period, however, the results of the study are questionable since there was a 47% decrease in flow over an 11 day period. Also, the flow measured in 2005 was an average of 27% less than the average flow in the 1995 report, however, Per Capita Water Consumption increased 10% between 1994 and 2005.

Wells-Saticoy Community EIR-2473 Review Comments
Chapter 21
Public Infrastructure

Slide 19



Slide 20



23.110

Documents used for identifying infrastructure requirements and deficiencies are outdated and do not reflect changes in land uses and land use intensification:

- Water System Operational Evaluation & Improvement Program – 1995
- East Ventura Sanitary Sewer Collector Study – 1995
- Wells & Saticoy Communities Capital Improvement Deficiency Study – 1996

Wells Saticoy Community Plan EIR 2473 Review Comments
Chapter 22
Land Use

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

23.111

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment or the cumulative impact of other proposed residential developments on the subject.

The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development or the cumulative effects of other proposed residential developments on the subject area of concern.

The EIR continually refers to data in the Wells and Saticoy Communities of the 2005 General Plan instead of providing current demographic and statistical data for specific sites applicable to the Wells and Saticoy Community Plan.

23.112

The above statements are substantiated by information contained in the following attachments.

Wells Saticoy Community Plan EIR 2473 Review Comments
Chapter 22
Land Use

Slide 1

Neighbors Together

Wells-Saticoy Community Plan
EIR-2473 Review Comments
Land Use Changes & Projected Growth


Daniel Cormode
East Ventura Community Council
Planning & Development Committee
03 June 2009

Working Towards The Future

6/3/2009 1

23.112

Slide 2



Land Use Changes & Projected Growth

- Wells and Saticoy Community and Community Plan area differences.
- Difference in Methodology for computation of projected housing growth is not consistent between the 2005 General Plan FEIR and the Wells-Saticoy Community Plan.
 - 2005 General Plan Final EIR
 - Wells-Saticoy Community Plan Draft EIR
- Developable Areas
- The allowed density of residential single family dwelling units has been steadily increasing.
 - 1989 Comprehensive Plan

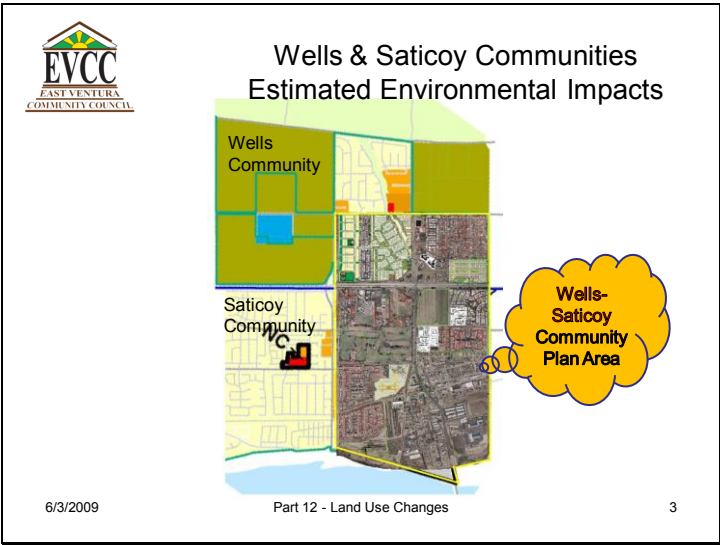
6/3/2009 2005 General Plan Part 12 - Land Use Changes 2
Parklands Specific Plan

23.112

- Wells and Saticoy Community and Community Plan area differences.
- Draft EIR Land Use Errors.
- Difference in Methodology for computation of projected housing growth is not consistent between the 2005 General Plan FEIR and the Wells-Saticoy Community Plan.
 - 2005 General Plan Final EIR
 - Wells-Saticoy Community Plan Draft EIR
- Developable Areas
- The allowed density of residential single family dwelling units has been steadily increasing.
 - 1989 Comprehensive Plan
 - 2005 General Plan
 - Parklands Specific Plan
 - Infill Areas

Wells Saticoy Community Plan EIR 2473 Review Comments
Chapter 22
Land Use

Slide 3

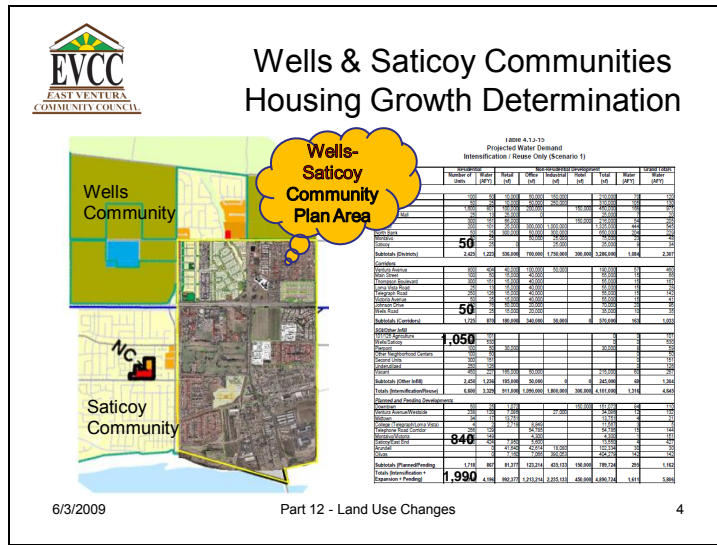


23.112

Wells & Saticoy Communities Estimated Environmental Impacts:
•The Wells-Saticoy Community Plan area is an area within the Wells & Saticoy Community boundary areas.

Wells Saticoy Community Plan EIR 2473 Review Comments
 Chapter 22
 Land Use

Slide 4



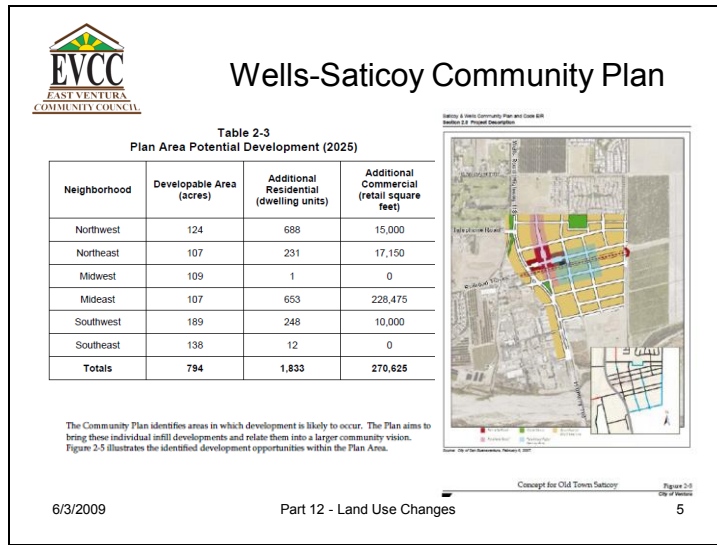
23.112

Wells & Saticoy Planning Community and Wells-Saticoy Community Plan Area Housing Growth Determination:

- The 2005 General Plan FEIR estimated housing growth is based on: district; corridor; intensification and reuse; and, planned and pending developments for the Wells and Saticoy Communities.
 - 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).
 - 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).
 - "Additional Potential" assumes a historic buildout rate of 70% for both residential and non-residential.

Wells Saticoy Community Plan EIR 2473 Review Comments
Chapter 22
Land Use

Slide 5



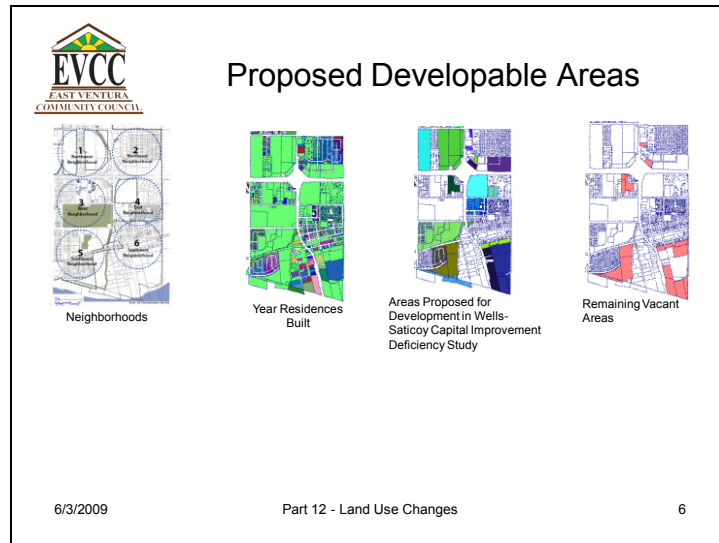
23.112

Wells-Saticoy Community Plan Draft EIR Computation Errors:

- The methods used to estimate the housing growth in the Wells-Saticoy Community Plan Draft EIR is not disclosed
- Data in Tables and Illustrations do not match.
 - The data in the table for Plan Area Potential Development, Table 2-3, is inconsistent with the illustration of the development opportunities contained in Figure 2-5.

Wells Saticoy Community Plan EIR 2473 Review Comments
Chapter 22
Land Use

Slide 6



The size of Proposed Developable Areas appear to be in error:

- Wells-Saticoy Neighborhoods are illustrated above.
- The Year Residences Built Figure shows approximately 20% of the Northwest neighborhood has been developed with residential units.
- The Year Residences Built Figure shows approximately 100% of the West neighborhood has been developed with residential units with the remaining area utilized for religious, educational or park land uses.
- The Year Residences Built Figure shows approximately 80% of the Southwest neighborhood has been developed with residential units while the Veteran's Home occupies 10% of the land area.
- The Year Residences Built Figure shows approximately 67% of the Northeast neighborhood has been developed with residential units.
- The Year Residences Built Figure shows approximately 40% of the East neighborhood has been developed with residential units.
- The Year Residences Built Figure shows approximately 50% of the land area has been developed with residential units which are located both in the City of San Buenaventura and the Town of Saticoy.
- Areas of the Wells-Saticoy Community which were proposed for development in the Wells-Saticoy Capital Improvement Deficiency Study (WSCIDS) are illustrated in the figure above.
- Remaining areas not included in the current Wells-Saticoy Community Plan are illustrated in the above figure

23.112

Wells Saticoy Community Plan EIR 2473 Review Comments
Chapter 22
Land Use

Slide 7

Wells-Saticoy Community Plan Plan Area Potential Development (2025)					
Community	Estimated Remaining Developable Area (Planned Developments + Vacant Land) (acres)	Developable Area Listed in WSCP DEIR-2473 (acres)	Estimated Total Area of Community (acres)	Additional Residential Listed in WSCP DEIR-2473 (dwelling units)	Additional Commercial Listed in WSCP DEIR-2473 (Retail Square Feet)
Northwest	102	124	141	688	15,000
Midwest	10	109	160	1	0
Southwest	37	189	190	248	10,000
Northeast	29	107	139	231	17,150
Mideast	12	107	128	653	228,475
Southeast	36	138	140	12	0
Totals	226	774	898	1,833	270,625

6/3/2009 Part 12 - Land Use Changes 7

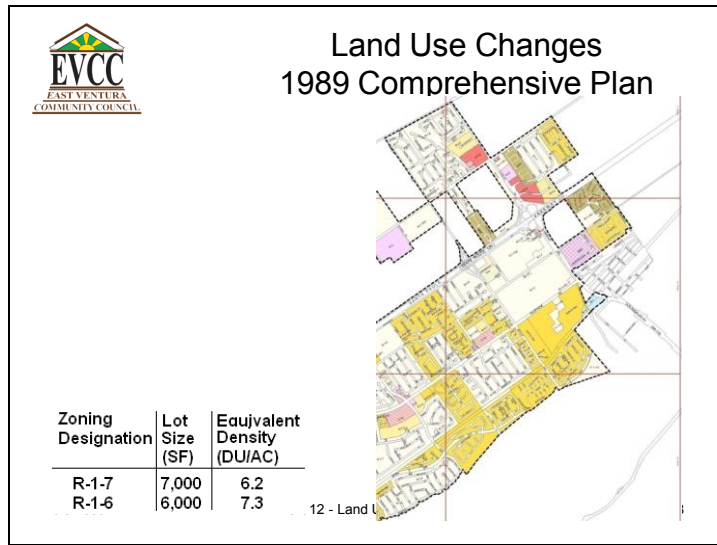
23.112

Wells-Saticoy Community Plan Plan Area Potential Development (2025):

- Differences in the size of the area between the Estimated Remaining Developable Area (Planned Developments + Vacant Land) and Developable Area Listed in WSCP DEIR-2473 require explanation.
- The Developable Area sites listed in WSCP DEIR-2473 are not disclosed.
- Differences in the size of the area between the Developable Area Listed in WSCP DEIR-2473 and the Estimated Total Area of Community are not explained.
- Sites for Additional Residential Listed in WSCP DEIR-2473 are not disclosed.
- Additional Commercial Listed in WSCP DEIR-2473 identifies only current projects and does not include an estimate of additional projects which could occur before Year 2025.

Wells Saticoy Community Plan EIR 2473 Review Comments
 Chapter 22
 Land Use

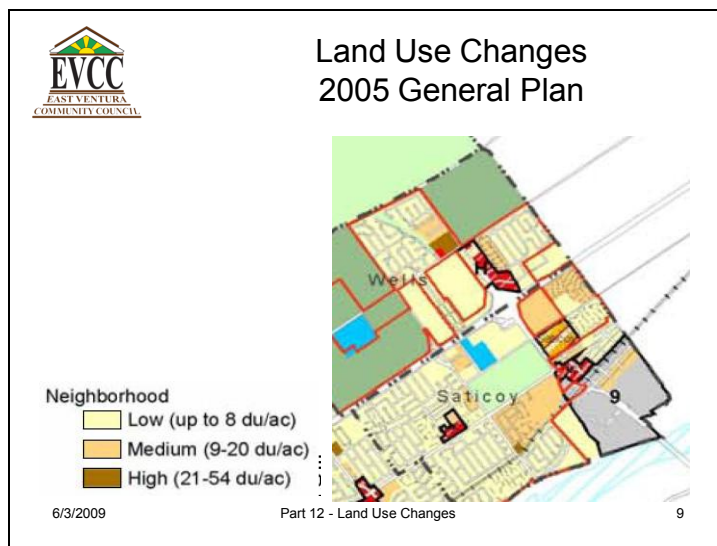
Slide 8



The 1989 Comprehensive Plan R-1-7 and R-1-6 zoning designations for residential single family dwelling units permitted a density of **6.2 – 7.3** dwelling units per acre.

Slide 9

23.112

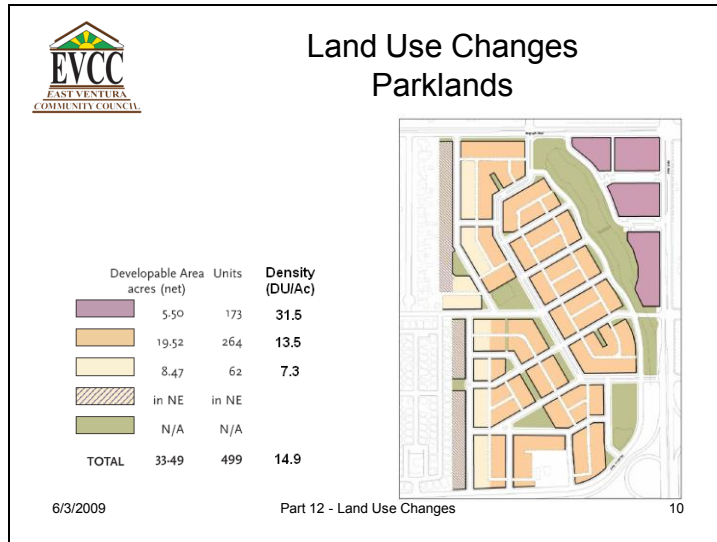


The 2005 General Plan Neighborhood Low zoning designation allowed a residential single family density of **0 – 8** dwelling units per acre which is greater than the 6.2-7.3 density allowed by the 1989 Comprehensive Plan.

The 2005 General Plan Neighborhood Medium zoning designation allowed a residential single family density of **9 - 20** dwelling units per acre which is greater than the 6.2-7.3 density allowed by the 1989 Comprehensive Plan..

Wells Saticoy Community Plan EIR 2473 Review Comments
 Chapter 22
 Land Use

Slide 10



23.112

The Parklands Specific Plan is proposing a range of residential single family dwelling unit densities of 7.3 – 31.5 dwelling units per acre which is inconsistent with the requirements of the 2005 General Plan low neighborhood density designation .

Wells-Saticoy Community Plan EIR-2473 Review Comments

Chapter 23

Urban Standards

SUMMARY

The Environmental Impact Report (EIR) for the proposed Wells-Saticoy Community Plan fails to contain the following environmental impact report information in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3.

The EIR does not describe the environmental impact of the proposed residential development on the public objectives, including environmental, economic and social factors as they relate to the goal of providing a decent home and satisfying living environment to the residents of the City of San Buenaventura.

23.113

The EIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed residential development on the environment or the cumulative impact of other proposed residential developments on the subject.

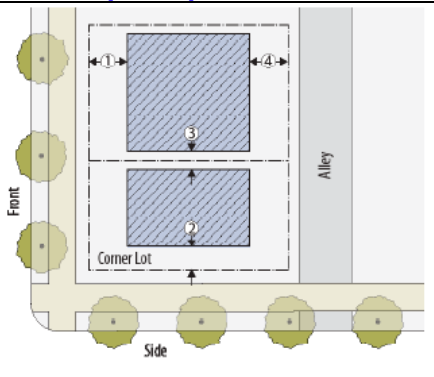
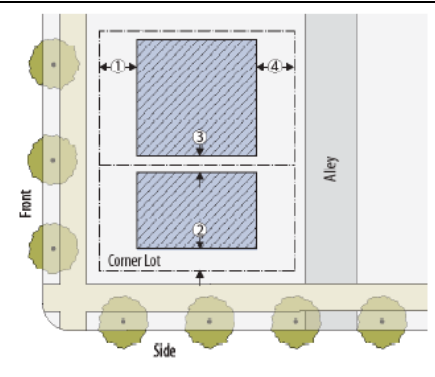
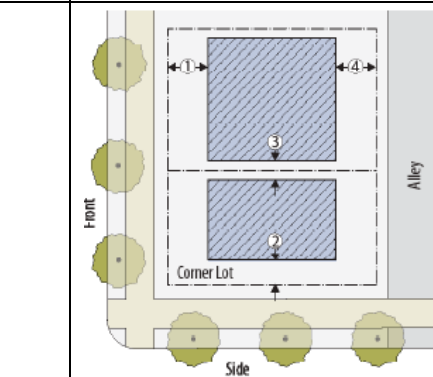
The EIR are does not quantify the environmental effects based on scientific for factual data in order to determine the magnitude of the impact of the proposed residential development or the cumulative effects of other proposed residential developments on the subject area of concern.

The EIR urban standards in the proposed Wells-Saticoy Community Plan are inconsistent with the Parklands Specific Plan. For example building heights and parking requirements.

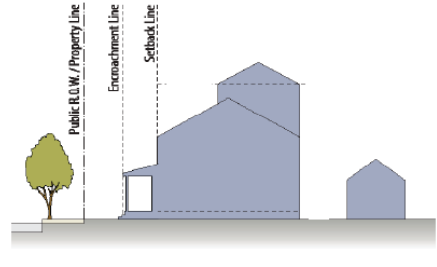
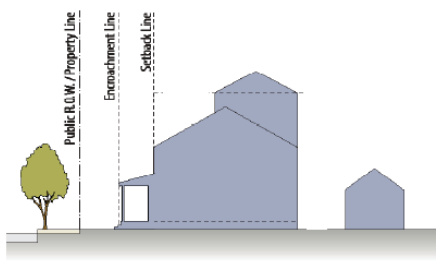
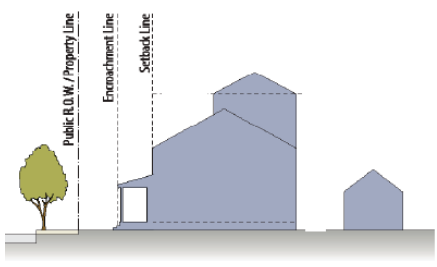
23.114

The above statements are substantiated by information contained in the following attachments.

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 23
Urban Standards

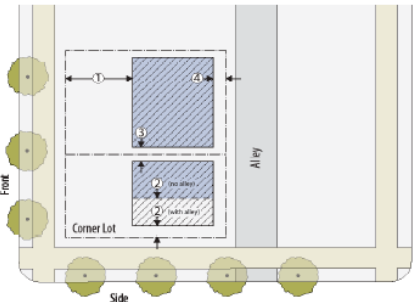
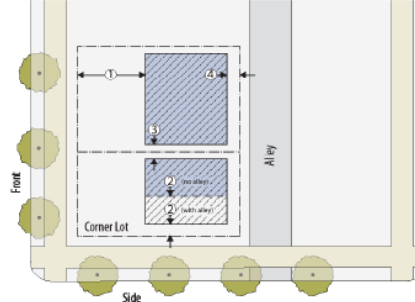
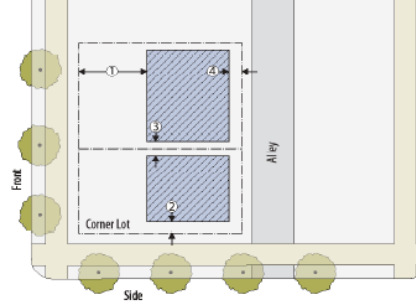
	24S.200.030 The Neighborhood General Zone (T3.3)	24S.200.040 The General Urban Zone (T4.10)	24S.200.050 The Urban Center Zone (T5.4) Town Center
Building Placement			
Primary Building:			
Front Setback:	15' Min/20' Max	0' Min/10' Max	10' Max
Side Street Setback:	12' Min	0'-5' Min	10' Max
Side Yard Setback:	5' Min	0'-5' Min	0"
Rear Setback:	20' Min	20' Min 1-2 Story Bldg, 30' Min 3 Story	With alley, 5' Min to any 1-2 Story bldg, 10' Min to any 3Story elements, 20' Min to any elements 4 Stories or higher. Without alley, 20' Min to any 1-2 story bldg, 30' Min to any 3 story elements, 40' Min to any 4 Story elements. Front Coverage 70% Build to corner required.
Accessory Buildings:			
Primary Street Setback:	50% of lot depth.	1 Story 5' Min, 2-3 Story 20' Min 1-2 Story Bldg, 30' Min 3 Story	Within 50% of lot depth.
Side Street Setback:	12' Min	5' Min	5' Min
Side Yard Setback:	5' Min	5' Min	5' Min
Rear Setback:	5' MIN		1-2 Story bldgs, 5' Min 3-4 Story bldg, same a primarybldg.
Architectural Encroachments:			
Porches:	8' Max		8' Max
Bay Windows or Balconies:	3' Max		3' Max

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 23
Urban Standards

Other:	2' Max		2' Max
Patios, uncovered stoops, roof overhangs & awnings		8' Max	
	24S.200.030 The Neighborhood General Zone (T3.3)	24S.200.040 The General Urban Zone (T4.10)	24S.200.050 The Urban Center Zone (T5.4) Town Center
Building Profile:			
Height:			
Maximum Height for Primary Bldg:	20' Max to eave 28' Max to ridgeline	3 stories to parapet or ridgeline for primary bldg. Flat roof, 40' Max to parapet. Sloping roof 45' Max to ridgeline.	4 stories to parapet or ridgeline for primary bldg. Flat roof, 48' Max to parapet. Sloping roof 56' Max to ridgeline.
Secondary Building eave height	18' Max		
First Floor Height	12' Min 36' Max	15' Min for primary non-residential bldg.	15' Min for primary non-residential bldg.
Accessory Buildings:		24' Max to eave.	24' Max to eave. Buildings or portions of bldgs 2 Stories high 20' Min setback.

23.114

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 23
Urban Standards

	24S.200.030 The Neighborhood General Zone (T3.3)	24S.200.040 The General Urban Zone (T4.10)	24S.200.050 The Urban Center Zone (T5.4) Town Center
Parking Services:			
Parking & Services Placement:			
Front Setback:	50% of lot nearest rear lot line	50% of lot nearest rear lot line	50% of lot nearest rear lot line
Side Street Setback:	5' Min (alley) 20' Min (no alley)	5' Min (alley) 20' Min (no alley)	5' Min (alley) 20' Min (no alley)
Side Yard Setback:	5' Min	5' Min	5' Min
Rear Setback:	5' Min	5' Min	5' Min
Parking Requirements:			
Single Family 1-2 dwelling Units	2 car garage per unit	2 car garage per unit	2 car garage per unit
Carriage House	1 open or enclosed space		
3 dwelling units (apartments)		1 covered for 1 bedroom units 1 covered + 1 uncovered for 2+ bdrm units ¼ uncovered/unit for guest parking.	1 covered for 1 bedroom units 1 covered + 1 uncovered for 2+ bdrm units ¼ uncovered/unit for guest parking.
Condominiums		2 ½ spaces per unit (2 in garage)	2 ½ spaces per unit (2 in garage)
Non-residential		1 space per 300 s.f. floor area	1 space per 300 s.f. floor area

23.114

Wells-Saticoy Community Plan EIR-2473 Review Comments
Chapter 23
Urban Standards

Lot Size:	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Building Type</th> <th colspan="7">Allowed Lot Widths</th> </tr> <tr> <th>25'</th> <th>35'</th> <th>40'</th> <th>50'</th> <th>55'</th> <th>75'</th> <th>100'</th> <th>125'</th> <th>150'</th> </tr> </thead> <tbody> <tr> <td>Carriage House</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Front Yard House</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Side Yard Housing</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </tbody> </table>	Building Type	Allowed Lot Widths							25'	35'	40'	50'	55'	75'	100'	125'	150'	Carriage House										Front Yard House										Side Yard Housing										<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Building Type</th> <th colspan="7">Allowed Lot Widths</th> </tr> <tr> <th>25'</th> <th>35'</th> <th>50'</th> <th>75'</th> <th>100'</th> <th>125'</th> <th>150'</th> </tr> </thead> <tbody> <tr><td>Carriage House</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Front Yard House</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Side Yard House</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Duplex/Triplex/Quadplex</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Villa</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Bungalow Court</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Row House</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Live/Work</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Side Court Housing</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Courtyard Housing</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Stacked Dwelling</td><td colspan="7" style="text-align: center;">Only allowed as part of Mixed Type Projects</td></tr> <tr><td>Commercial Block</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table>	Building Type	Allowed Lot Widths							25'	35'	50'	75'	100'	125'	150'	Carriage House								Front Yard House								Side Yard House								Duplex/Triplex/Quadplex								Villa								Bungalow Court								Row House								Live/Work								Side Court Housing								Courtyard Housing								Stacked Dwelling	Only allowed as part of Mixed Type Projects							Commercial Block								<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Building Type</th> <th colspan="8">Allowed Lot Widths</th> </tr> <tr> <th>25'</th> <th>35'</th> <th>50'</th> <th>75'</th> <th>100'</th> <th>125'</th> <th>150'</th> <th>200'</th> <th>300'</th> </tr> </thead> <tbody> <tr><td>Bungalow Court</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Row House</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Live/Work</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Side Court Housing</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Duplex/Triplex/Quadplex</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Villa</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Courtyard Housing</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Stacked Dwelling</td><td colspan="8" style="text-align: center;">Only allowed as part of Mixed Type Projects</td></tr> <tr><td>Commercial Block</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table>	Building Type	Allowed Lot Widths								25'	35'	50'	75'	100'	125'	150'	200'	300'	Bungalow Court										Row House										Live/Work										Side Court Housing										Duplex/Triplex/Quadplex										Villa										Courtyard Housing										Stacked Dwelling	Only allowed as part of Mixed Type Projects								Commercial Block									
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23.114

Letter 23

COMMENTER: Daniel Cormode, East Ventura Community Council

DATE: July 16, 2009

Response 23.1

The commenter summarizes the conclusions of the contents of the comment letter. The specific comments are addressed in responses 23.2 through 23.114.

Response 23.2

The Commenter states that the EIR shall be developed in accordance with the requirements of Title 14, California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act. The EIR was developed in accordance with the CEQA Guidelines.

Response 23.3

The commenter states an opinion that the DEIR does not adequately describe the proposed project within the context of public objectives, including environmental, economic and social factors. The commenter states that the DEIR fails to consider economic and social impacts as they relate to the downturn in the economy.

Section 15126.2(a) of the *CEQA Guidelines* states that “an EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced.” Pursuant to *CEQA Guidelines* Section 15382, a “significant effect on the environment” means 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.

Section 15131 of the *CEQA Guidelines* specifically states that “economic or social effects of a project shall not be treated as significant effects on the environment.” In accordance with this direction, the EIR properly focuses on the physical environmental effects of the proposed project, not social or economic considerations. Moreover, it is emphasized that the social and economic impacts are considered by City decisionmakers as they review the project and decide whether they can make the necessary findings to grant statements of overriding considerations and discretionary permits.

Response 23.4

The commenter states an opinion that the DEIR does not provide a whole record in quantifying or describing the magnitude of the effect of the proposed project or the



environmental effects. The DEIR focuses on those issues for which potentially significant impacts were identified in the Initial Study contained in DEIR Appendix A, and in comments that the City received public outreach functions (three workshops, one design charette, and one public scoping meeting), which are described extensively in Section 1.1 of the Introduction. The EIR is not required to evaluate effects that were found to be less than significant. Again, documentation regarding effects that are less than significant is contained within the Initial Study in DEIR Appendix A (*CEQA Guidelines* §15126.2 and §15128).

Response 23.5

The commenter states the information provided in his letter supports the contention that the scientific data is incomplete, that views held by the public have been withheld, and that impacts relating to a greater than the Q100 storm event, reclassification of Telegraph and Wells roads have not been addressed. The commenter further states an opinion that there has been omission of public comments, maps and drainage studies. The opinion regarding the completeness of scientific data is noted, though no evidence supporting this contention has been provided.

The concern about storms greater than the Q100 is noted and, of course, storms greater than the Q100 could occur as the Q100 is the storm event expected to occur once every 100 years. However, it is not the EIR's purpose to discuss every possible storm event. Like most cities in California, Ventura has adopted the Q100 as its standard with respect to flood hazards; therefore, the impact analysis appropriately focuses on this level storm event.

Telegraph and Wells road are being reserved for future widening to arterial standards, but in the interim are being maintained as collector streets. See Table 4.15-4 in Section 4.15 *Traffic and Circulation*.

Impacts to schools are discussed in Section 4.13 of the DEIR. The discussion acknowledges and quantifies the impacts of adding students to Ventura Unified School District facilities. However, as noted in the discussion, State law specifies that payment of state-mandated school impact fees reduces such impacts to a less than significant level under CEQA. Because individual developers would be required to pay these fees, impacts would not be significant under state law.

Response 23.6

The commenter states that the DEIR fails to quantify the cumulative economic and social impact of overcrowded schools. Please see response 23.5. Schools are discussed in Section 4.13 of the DEIR. Although cumulative increases in school enrollment are not specifically quantified, cumulative projects considered in the DEIR are consistent with the growth parameters considered in the 2005 General Plan EIR. That document does consider the enrollment growth that would result from growth forecast through 2025. It should also be noted that, because all planned and pending developments in Ventura



would be required to pay state-mandated school impact fees, the impact of each project would be less than significant under CEQA.

Response 23.7

The commenter lists the “mandatory findings of significance” as outlined in Appendix G of the *CEQA Guidelines*. The purpose of providing this listing is not entirely clear. However, it should be noted that the issues the commenter listed are addressed throughout the DEIR. Each subsection of DEIR Section 4.0, *Environmental Impact Analysis*, includes a separate discussion of cumulative impacts that considers planned and pending development in the City (as discussed in Section 3.0, *Environmental Setting*). Sections 4.4, *Biological Resources*, and 4.5, *Cultural and Historic Resources*, address biological and cultural resource issues. Various sections consider impacts to human beings. These include 4.3, *Air Quality*, 4.7, *Hazards and Hazardous Materials*, 4.8, *Hydrology and Water Quality*, 4.11, *Noise*, and 4.15, *Traffic and Circulation*. Given that the project is consistent with the adopted 2005 General Plan, it is consistent with the City’s long-term goals for the area.

Response 23.8

The commenter notes that the City has not formally adopted CEQA thresholds of significance and states an opinion that the thresholds used in the DEIR are based on “feelings, beliefs, and desires.” The opinion regarding the thresholds used in the DEIR is noted, though no evidence to support this contention has been provided. While the City has not formally adopted thresholds of significance, nor is required to under CEQA, the DEIR uses quantitative thresholds for many issue areas, including traffic, air quality, noise, and drainage/flooding. Some of these thresholds (traffic, noise, and drainage, for example) are based on adopted City standards. Others (air quality, for example) are those recommended by other regulatory agencies (in the case of air quality, the thresholds used are those of the Ventura County Air Pollution Control District). Other thresholds used in the DEIR (biological resource thresholds, for example) are derived from Appendix G of the *CEQA Guidelines* and the City’s adopted environmental checklist (see DEIR Appendix A).

Response 23.9

The commenter states an opinion that the 2005 General Plan EIR is incomplete and cannot be cited in other CEQA documents. This opinion is noted, though again no evidence supporting this contention has been provided. The 2005 General Plan EIR was certified by the City Council and has been determined to meet CEQA’s environmental review requirements. Although that EIR does not serve as a “project-level” environmental document for individual developments in the City, citing the General Plan EIR as appropriate in project-level reviews is entirely consistent with the tiering concept described in sections 15152 and 15168 of the *CEQA Guidelines*.



Response 23.10

The commenter states that economic and social impacts to agriculture are not discussed and notes that compatibility issues arise at the urban/agricultural interface. Please see Response 23.3 for additional discussion regarding economic and social impacts. Section 4.2 *Agriculture* of the DEIR discusses agricultural resources. Moreover, compatibility issues are described starting on page 4.2-4. The regulatory setting also describes the various policies, programs and ordinances that are in place to protect agricultural resources. The Project Area contains some currently undeveloped agricultural lands that are approved for development. In addition the eastern boundary of the Project Area is bordered by agricultural land. However, the north, west, and southern boundaries of the Project Area are bordered by suburban development. Project impacts to agriculture are discussed specifically under Impact AG-1, which also describes the specific policies and actions contained in the General Plan and Community Plan that serve to protect agricultural interests.

Response 23.11

The commenter states that the economic or social impact on historic structures has not been discussed. Please see Response 23.3 for a response regarding economic and social impacts. Historic resource impacts are discussed in Section 4.5 *Cultural and Historic Resources*.

Response 23.12

The commenter reiterates a concern that flood events larger than the Q100 have not been addressed. Please see Response 23.5.

Response 23.13

The commenter states that economic and social impacts to fire protection have not been addressed and cites a statement from the 2005 General Plan EIR. Please see Response 23.3 for a response regarding economic and social impacts. Impacts to fire protection service are discussed in Section 4.13 *Public Services*. No significant impacts to fire protection service were identified. The statement from the 2005 General Plan EIR regarding high fire hazards does not apply to the current project because the Project Area is not within a designated high fire hazard zone.

Response 23.14

The commenter again states that economic and social impacts to fire protection have not been addressed and cites another statement from the 2005 General Plan EIR. Please see responses 23.3 regarding economic and social impacts and response 23.13 regarding fire protection. It is true that the 2005 General Plan EIR identifies a need for new firefighters to serve the Ventura Harbor and Ventura Avenue areas. However, the proposed project is not within either of these areas. Moreover, it should be recognized that the need for additional firefighters would constitute a significant impact under CEQA only if the



provision of additional firefighters would have the potential for significant physical effects.

Response 23.15

The commenter states that economic and social impacts to police protection have not been addressed and cites a statement from the 2005 General Plan EIR. Please see Response 23.3. Impacts to police protection service are discussed in Section 4.13 *Public Services*, under Impact PS-2. No significant impacts to police protection service were identified. It is true that the 2005 General Plan EIR identifies a need for new police officers by 2025 in order maintain officers to population ratios. However, as noted above, it should be recognized that the need for additional police officers would constitute a significant impact under CEQA only if the provision of additional police officers would have the potential for significant physical effects.

Response 23.16

The commenter reiterates concerns about social and economic impacts to schools. Please see Responses 23.5 and 23.6.

Response 23.17

The commenter states that economic and social impacts to libraries have not been addressed and cites a statement from the 2005 General Plan EIR. Please see Response 23.3. As the commenter notes, the General Plan EIR indicates that the provision of needed library services could be accomplished without significant environmental effects.

Response 23.18

The commenter states that economic and social impacts relating to solid waste generation have not been addressed and cites a statement from the 2005 General Plan EIR. Please see Response 23.3. The 2005 General Plan EIR identified an unavoidably significant impact relating to citywide solid waste generation. Impact U-3 in Section 4.14, *Utilities and Service Systems*, addresses the Project's solid waste impacts and concludes that such impacts would be less than significant. Cumulative solid waste impacts are discussed in subsection c) of Section 4.14, and concludes that such impacts would remain significant, consistent with the determination in the 2005 General Plan EIR.

Response 23.19

The commenter states that economic and social impacts relating to parks have not been addressed and cites a statement from the 2005 General Plan EIR. Please see Response 23.3. Impact PS-5 of Section 4.13, *Public Services*, in the DEIR addresses the Project's impacts relating to parks and concludes that such impacts would be less than significant.



Response 23.20

The commenter states that economic and social impacts relating to roadways have not been addressed and cites a statement from the 2005 General Plan EIR. Please see Response 23.3. Traffic impacts are addressed in DEIR Section 4.15, *Traffic and Circulation*. Applicants of development facilitated by the Project would be required to pay City and County traffic impact fees. City traffic impact fees would be used to fund planned improvements (see Table 4.15-4) that would maintain an acceptable level of service on Project Area roadways.

Response 23.21

The commenter states that economic and social impacts relating to alternative transportation modes have not been addressed and cites a statement from the 2005 General Plan EIR. Please see Response 23.3. As the commenter acknowledges, the 2005 General Plan EIR concludes that such impacts would be beneficial. Similarly, the proposed Project would not adversely affect alternative transportation modes. To the contrary, it would provide pedestrian and bicycle facilities and could be served by public transit.

Response 23.22

The commenter states that economic and social impacts relating to providing transportation improvements have not been addressed and cites a statement from the 2005 General Plan EIR. Please see responses 23.3 and 23.20.

Response 23.23

The commenter states that economic and social impacts relating to providing water have not been addressed and cites a statement from the 2005 General Plan EIR. Please see Response 23.3. The commenter correctly notes that growth accommodated under the 2005 General Plan would increase citywide water demand. However, the commenter fails to note that the 2005 General Plan EIR concluded that water supply impacts would be less than significant since the City's available supplies are sufficient to meet projected demands. The water supply analysis under Impact Statement U-1 conducted for the proposed Project (see DEIR Section 4.14 *Utilities and Service Systems*) reached a similar conclusion.

Response 23.24

The commenter states that economic and social impacts relating to providing wastewater service have not been addressed and cites a statement from the 2005 General Plan EIR. Please see Response 23.3. As the commenter acknowledges, the 2005 General Plan EIR concluded that the existing and planned wastewater system could meet the demands associated with growth under the 2005 General Plan and that impacts would be less than significant. Similarly, Impact U-2 in Section 4.14, *Utilities and Service*

Systems, in the DEIR concludes that the proposed Project's impacts to the wastewater system would be less than significant.

Response 23.25

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.

Response 23.26

The commenter states an opinion that the DEIR does not identify the magnitude of cumulative impacts and lists CEQA's requirements for cumulative impact analysis.

CEQA Guidelines Section 15130(a) states that an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in section 15065(a)(3). Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," the EIR need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable. Subsection (1) further defines a cumulative impact as "an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR."

Examination of cumulative effects was performed for all of the issues identified in the Initial Study Checklist. Cumulative impacts related to solid waste were determined to be Class I unavoidably significant under the General Plan and a statement of overriding considerations was adopted as discussed under subsection c) from Section 4.14, *Utilities and Service Systems*. Impacts to agricultural resources were also found to be not greater than those discussed in the General Plan which found the conversion of agricultural lands to be a significant impact. A statement of overriding considerations was made for the General Plan EIR.

Within the DEIR, cumulative impacts are examined at the end of each issue area based on the accommodated development of the Project as identified in Section 2.0, *Project Description*. The cumulative analysis was undertaken in accordance applicable portions of the *CEQA Guidelines* as discussed above.

It is not the EIR's purpose to demonstrate the City's ability to meet the requirements of AB 32 and SB 375. That said, greenhouse gases and impacts to global climate change, including the requirements of AB 32, are discussed in Section 5.0, *Growth Effects and Other CEQA Sections*. With respect to SB 375, the proposed Project involves infill development that would help implement many of the City's objectives with respect to New Urbanism by providing a mix of uses, a range of housing types, walking and bicycling facilities, and parks/open space. In this way, it would be expected to generally meet the intent of SB 375.



Response 23.27

The commenter provides a list of projects that the commenter suggests were not covered in the DEIR cumulative analysis. Please refer to Response 23.26. Additionally, the commenter is directed to page 3-2 of Section 3.0, *Environmental Setting*, which explains that the City relies on the General Plan for forecasting.

Response 23.28

The commenter reiterates previous comments. Please see response 23.26.

Response 23.29

The commenter reiterates previous comments. Please see response 23.26.

Response 23.30

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.

Response 23.31

The commenter requests that the DEIR include information on Brown Barranca as discussed in the Parklands project. The commenter additionally makes comments about the Parklands alternatives in its EIR. The issues the commenter brings up were studied in the Parklands EIR. Responses to these comments on the Parklands project can be found in responses 10.59 through 10.70 in the Parklands FEIR.

Response 23.32

The commenter provides various data regarding traffic patterns and travel behavior and reiterates previous comments. The data submitted does not demonstrate a connection to a significant impact. Please see response 23.46 and 23.49 for discussion of the proposed reclassification of Telegraph and Wells roads and cumulative impacts. With respect to the commenter's assertions about traffic that would be generated once the SOAR Ordinance expires, the traffic estimates provided by the commenter are all predicated on the notion that all properties currently under the SOAR Ordinance would be developed following SOAR's expiration. This is speculative as no proposals for development of SOAR properties have been submitted to date. CEQA discourages EIRs from engaging in idle speculation about possible future events and the 2025 analysis did not anticipate expiration of SOAR within the plan horizon.

Response 23.33

The commenter states an opinion that the Project does not meet the City's planning principles. The commenter additionally reiterates some City goals. This comment is about the project and not about the EIR, no response is necessary. Nevertheless, it is noted that the Community Plan (page 11-4 of the May 2009 Draft) has been designed to



implement the City's General Plan at the neighborhood level, with its goal, policies, and actions consistent with the General Plan.

Response 23.34

The commenter provides opinions about the responses to comments and further information about the Parklands EIR. This EIR addresses the Saticoy & Wells Community Plan and Code. Please see the Parklands FEIR for discussion and responses to these comments. In particular, Section 8.0 Addenda and Errata/Comments and Responses contains the discussion.

Response 23.35

The commenter reiterates previous comments indicating that the EIR does not analyze the downturn in the economic environment or funding. Please see response 23.3.

Response 23.36

The commenter provides population and housing data, suggesting that planned and pending development would account for a substantial proportion of planned growth through 2025. Population and housing impacts are discussed in Impacts PH-1 and PH-2 in Section 4.12, *Population and Housing*, of the DEIR. Because the population and housing growth associated with the proposed Project are within growth forecasts, impacts were found to be less than significant. As acknowledged by the commenter, potential growth associated with planned and pending development would remain within 2005 General Plan forecasts. It should be recognized that currently planned and pending developments in the City will be built over a period of many years. It should also be noted that the population growth for the Wells-Saticoy community discussed by the commenter is consistent with the forecasts contained in the 2005 General Plan through the year 2025.

Response 23.37

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.

Response 23.38

The commenter provides numerous comments regarding school capacity, costs of providing schools, a school siting study prepared by the Ventura Unified School District (VUSD), and school siting criteria from the Department of Education in addition to reiterated comments. See Response 23.5 and 23.6. Impacts to schools are discussed in Section 4.13, *Public Services*, in the DEIR. The discussion acknowledges and quantifies the impacts of adding students to Ventura Unified School District facilities. However, the proposed Project does not involve siting of a school. Moreover, as noted in the discussion, State law specifies that payment of state-mandated school impact fees reduces such impacts to a less than significant level under CEQA. Because the applicants of facilitated development would be required to pay these fees, impacts

would not be significant under state law. Because the information provided by the commenter does not relate to a potentially significant impact of the currently proposed project under CEQA, it is not relevant to the EIR.

Response 23.39

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.

Response 23.40

The commenter states an opinion that the water supply analysis does not comply with CEQA or Supreme Court principles, does not discuss alternative water sources or the potential effects of drought, and does not provide confidence that available supplies will meet project demands. These opinions are noted. However, contrary to what the commenter suggests, the water supply analysis contained in Section 4.14, *Utilities and Service Systems*, in the DEIR is based on the most recent available documentation including the City of Ventura's 2008 Biennial Water Supply Report. Additionally, the City's 2005 Urban Water Management Plan (UWMP), which concludes that the available water supplies are sufficient to meet the City's demand over a 20-year horizon under any of the weather scenarios considered. As such, Project impacts were determined not to be significant under CEQA. See responses to letters 5, 9, and 14.

The commenter has not provided substantiation for the data provided regarding water use. Absent such substantiation of the alleged flaws, the data from the formally adopted UWMP and the Biennial Water Supply Report is deemed reliable. Moreover, the data regarding water costs is not relevant to the EIR. As discussed in Response 23.3, it is not the EIR's purpose to identify economic effects.

Response 23.41

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.

Response 23.42

The commenter reiterates a previous comment regarding the widening of Telegraph and Wells Roads. Please see responses 23.5, 23.32 and 23.49.

Response 23.43

The commenter states that the DEIR does not address costs to the City to delay roadway improvements to a later date. As discussed in Response 23.3, economic impacts are not the focus of the EIR. Nevertheless, an alternative design is being considered that would put the sidewalk locations along Telegraph Road in their ultimate locations such that they would not need to be removed and reconstructed in the future if/when the roadway is widened.



Response 23.44

The commenter states that the DEIR does not address impacts related to intensification of land use as compared to 2005 General Plan densities. The proposed Project is actually consistent with the 2005 General Plan as illustrated in Section 4.9, *Land Use and Planning*.

Response 23.45

The commenter reiterates a previous comment regarding the widening of Telegraph and Wells Roads. Please see responses 23.5, 23.32 and 23.49.

Response 23.46

The commenter suggests that the EIR does not address cumulative impacts to Wells Road traffic. Contrary to what the commenter suggests, the traffic analysis in DEIR Section 4.15, *Traffic and Circulation*, considers forecast development through 2025, per the 2005 General Plan. As such, cumulative traffic growth has been considered.

Response 23.47

The commenter states an opinion that the DEIR does not address the physical, economic, or social effects of increased traffic or required infrastructure improvements. This opinion is noted, though it is not clear what physical effects the commenter believes have not been addressed. As noted in Response 23.3, it is not the EIR's purpose to address economic or social effects.

Response 23.48

The commenter reiterates a previous comment. Please see Response 23.36.

Response 23.49

The commenter provides various data regarding traffic patterns and travel behavior and reiterates previous comments. The data provided by the commenter fails to show a significant effect. Please see responses 23.5, 23.32, and 23.46 for discussion of the proposed reclassification of Telegraph and Wells roads and cumulative impacts. With respect to the commenter's assertions about traffic that would be generated once the SOAR Ordinance expires, the traffic estimates provided by the commenter are all predicated on the notion that all properties currently under the SOAR Ordinance would be developed following SOAR's expiration. This is speculative as no proposals for development of SOAR properties have been submitted to date. CEQA discourages EIRs from engaging in speculative analysis about possible future events. Expiration of SOAR is not projected within the 2005 General Plan Update planning horizon of 2025.

Response 23.50

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.



Response 23.51

The commenter states an opinion that the analysis of the visual impacts from Wells Road, Los Angeles Avenue, Telephone Road, Darling Road, Saticoy Avenue, Blackburn Road, Citrus Drive and Telegraph Road are incomplete, indicating that the DEIR does not describe the impact of “high” buildings or proposed sound walls. The commenter also states an opinion that the DEIR does not address cumulative impacts associated with proposed sound walls along SR 126.

The impact of the Project, including proposed sound walls, upon views from scenic routes identified in Policy 4D of the 2005 General Plan (SR 126, Telegraph Road, Wells Road, Union Pacific Rail Corridor) is discussed in Section 4.1, *Aesthetics*, beginning on page 4.1-5. The discussion acknowledges the alteration of views of the Project Area as well as the fact that the proposed sound wall along the north side of SR 126 would intermittently block views of the mountains to the north for SR 126 travelers. The creation of a potentially monolithic structure along the freeway is identified as a significant impact that can be mitigated through the use of texturing and landscaping that softens the effect of the wall as indicated in Impact AES-2 and in mitigation measure AES-2(a) found on page 4.1-14.

The other possible view locations mentioned by the commenter (Los Angeles Avenue, Darling Road, Saticoy Avenue, Blackburn Road, Citrus Drive, and Telephone Road) are not identified in any adopted City document as important view locations. Thus, although it is true that project implementation would alter views from these locations, the identified significance threshold used applies to scenic routes and other identified view locations.

Cumulative impacts associated with proposed sound walls along SR 126 are discussed under Impact AES-2 starting on page 4.1-13. The discussion acknowledges the cumulative impact associated with the sound walls to be built as part of the Hansen Trust and Parklands projects. These sound walls would change the visual character along the freeway; however, both soundwalls contain mitigation measures to soften the visual effects of their soundwalls. In addition, it should again be noted that the 2005 General Plan EIR acknowledged the impact associated with conversion of these areas and associated sound wall construction. The City has already adopted a Statement of Overriding Considerations for that cumulative impact.

The opinion regarding the compatibility of proposed housing types with surrounding uses is noted. The Project is a plan level project that guides the development in the Saticoy and Wells Community and establishes height guidelines. Development accommodated by the Project would be required to comply with the regulations identified in the Project as well as City Design Review and project approval procedures.

Response 23.52

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.



Response 23.53

The commenter describes various project features that he believes will inhibit emergency response, states that increased emergency response times and parkway swale hazards are not addressed in the DEIR, elimination of 10.75 fire department positions, and states an opinion that modifications to the California Fire Code requirements have not been justified. It is not the EIR's purpose to justify the applicant's proposal or to perform an analysis of whether the Project design meets Fire Department requirements. The Fire Department separately reviews all projects to ensure that designs will allow for adequate emergency access. The purpose of the EIR is to analyze the possible environmental impacts associated with providing fire protection service (i.e., the purpose is not to analyze impacts *to* fire protection service, but rather to analyze the impacts *of* providing fire protection service. This is outlined in Appendix G of the *CEQA Guidelines*. The most common way that fire protection service may create significant environmental impacts is if a project site were outside the service boundaries and a new station that may itself create significant environmental effects would need to be built to serve the project. However, as discussed in Impact PS-1 of the DEIR in Section 4.13, *Public Services*, the Project site is within the current service area of the Ventura Fire Department, therefore, fire protection service can be provided without creating environmental impacts and impacts were determined to be less than significant under CEQA. Additionally, development facilitated by the Project would require a project-specific assessment of water demand and fire protection. The Fire Department will review and approve all plans for fire safety issues prior to issuance of building permits for accommodated development.

The commenter reiterates his comment about a "financial meltdown." Please see response 23.3.

Response 23.54

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.

Response 23.55

The commenter identifies that the EIR does not contain a response the "financial meltdown" and the police department's ability to meet demands despite a loss of five police positions. Please see response 23.3, 23.14 and 23.15. Additionally, the impacts to police services are discussed in Impact PS-2 in Section 4.13, *Public Services*. As indicated in the analysis on page 4.13-12:

Additional equipment and facilities need to accommodate additional police officers would be funded through the collection of impact fees charged to new development.

Response 23.56

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.



Response 23.57

The commenter states an opinion that the archaeological/cultural research was limited and incomplete, noting the presence of known cultural resources within one mile of the site. It is true that cultural resources have been discovered and a Chumash Memorial is planned within the Project Area. However, the proposed Project would not affect either the resources or the memorial. Additionally, the commenter indicates the locations of archaeological resources were not disclosed. Archaeological resources are not permitted to be disclosed in the EIR as per the Archaeological Resources Protection Act of 1979 (ARPA) Section 9¹, which requires that managers responsible for the protection of archaeological resources withhold information about the locations and nature of resources confidential unless providing the information would further the purpose of the statute and not create a risk of harm to the resources. Location disclosures are limited to licensed professionals.

Response 23.58

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.

Response 23.59

The commenter reiterates a previous comment. Please see Responses 23.5 and 10.

Response 23.60

The commenter states various concerns about drainage and flooding, questioning data used in the analysis, indicating that the latest FEMA flood maps have not be referenced and the upgrades to infrastructure other than Brown Barranca have not been addressed, and alleging that no studies or data validating the project impacts have been provided.

The commenter provides numerous slides that actually refer to the Parklands project. The Parklands project is located within the Project Area; however, if the Parklands Specific Plan is approved, it will govern the land uses and supersede this community plan. Additionally, the slides/comments presented here have been responded to in the Parklands EIR. All future development that is accommodated by the proposed Project would require environmental review which includes topics such as flooding and drainage. Please see responses 10.57 through 10.70 of the Parklands FEIR for discussion on these comments that are specific to the Parklands site and Parklands studies. The Parklands Final EIR is available for review at the City of Ventura Planning Counter.

Response 23.61

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.

¹ United States Code, Title 16, Section 470.



Response 23.62

The commenter indicates the EIR included a discussion of soil types. The Project EIR discusses those conditions that may result in potential impacts in Sections 4.6, *Geological Hazards*. No adverse soil conditions exist within the Project Area that cannot be remedied by standard Building Code requirements. Further, future development facilitated by the Project would be required to undertake individual environmental review on a case-by-case basis that would include an investigation of the geological conditions of the site.

Response 23.63

The commenter states an opinion that the actual stream bank slope is inconsistent with the slope shown on topographic maps. It is not clear based on the comment what the commenter believes is incorrect. Further, this comment was responded to in the Parklands EIR, for which it was originally submitted.

Response 23.64

The commenter states that the UC Hansen Trust, Parklands, and Citrus Place Parks projects exceed the projected noise levels. These projects have undergone individual environmental review and mitigation has been applied where appropriate to ensure that future residents are not exposed to noise levels in excess of allowable levels. The commenter is directed to the EIRs prepared for these projects, which are available at the City of Ventura planning counter.

Response 23.65

The commenter reiterates previous statements and includes comments specific to other projects. Please see responses 23.62 through 23.64.

Responses 23.66

The commenter provides various data regarding parking in Oxnard and brings up information specific to the Parklands project, the Downtown Specific Plan, the Midtown Development Code and other unnamed Specific Plans. The concern about parking is noted. However, these comments are not specific to this project or this EIR and no response is necessary.

Response 23.67

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.

Response 23.68

The commenter reiterates a previous comment. Please see Response 23.3.



Response 23.69

The commenter reiterates a previous comment. Please see Response 23.26 and 23.48.

Response 23.70

The commenter states various concerns about potential bus service to the Project Area. These comments are not relevant to the DEIR as they do not pertain to any significant environmental impacts. Nevertheless, it should be noted that the Project Area would have access to bus service along major thoroughfares located within the Project Area boundaries, including Wells Road and Telegraph Road.

Response 23.71

The commenter reiterates previous comments and indicates that rail service is not a viable alternative for most employees. Please see responses 23.26 and 23.48. The comment about rail service is not relevant to the DEIR as it does not relate to a significant environmental effect. It is true, however, that rail transportation likely would not be a viable alternative for most area employees.

Response 23.72

The commenter reiterates previous comments. Please see responses 23.3 through 23.5, 23.26 and 23.48.

Response 23.73

The commenter states an opinion that the proposed Project would not meet “New Urbanist” goals related to providing quality housing and walkability. The commenter also states that greenhouse gas emission reduction goals are not addressed. The opinions regarding New Urbanism and walkability are noted, but are not relevant to the DEIR as conformance with New Urbanist goals is not a criterion used to determine the significance of environmental impacts under CEQA. That said, it should be noted that it is the opinion of City staff that the proposed Project meets many New Urbanist goals by providing a mix of uses, a range of housing types, parks and open space, and access to a variety of transportation modes, including walking, bicycling, and transit. The comment regarding greenhouse gases is incorrect. Greenhouse gases and global climate change are discussed in DEIR Section 5.0, *Growth Effects and Other CEQA Sections*.

Response 23.74

The commenter provides various data relating to employment and suggests that placing new housing in an area of the City that is already “housing rich” would increase energy consumption and limit housing choices. The data provided do not relate to any significant environmental effect under CEQA. Nevertheless, it should be noted that the City facilitates a variety of housing types in a range of settings throughout the community, ranging from low/medium density single family housing in portions of

East Ventura to high density multi-family housing in downtown Ventura. The proposed Project would facilitate a range of housing types and densities as well as a limited amount of retail development. Although it is true that employment opportunities in East Ventura are limited, the distance to employment centers along Victoria Avenue and in the Arundell and Downtown communities is only about 4-8 miles. For this reason and because shopping opportunities are to be provided in and near the Project Area, contrary to what the commenter suggests, transportation-related energy consumption would not be excessive.

Response 23.75

The commenter reiterates previous comments. Please see responses 23.3 through 23.5, 23.26 and 23.48.

Response 23.76

The commenter provides additional data regarding the “journey to work.” The data provided does not relate to any significant impact under CEQA and the relevance of the data to the DEIR is not clear. As the commenter suggests, it is likely true that commute distances for residents of the Saticoy-Wells area may be somewhat longer than for residents of the Victoria Avenue and Midtown/Downtown areas. However, as discussed in Response 23.74, the City facilitates a variety of housing types throughout the community and the travel distances from the Project Area to employment centers, though longer than for residents of some other parts of Ventura, are still only in the 4-8 mile range.

Response 23.77

The commenter reiterates previous comments about City goals and standards of living. Please see response 23.3.

Response 23.78

The commenter reiterates previous comments about the EIR not quantifying all of the impacts. Please see response 23.4

Response 23.79

The commenter reiterates previous comments about the EIR not being based on scientific or factual data and not including cumulative impacts. Please see response 23.3 and 23.7.

Response 23.80

The commenter states an opinion that the EIR should include a discussion of how the world wide financial meltdown affects plan policies in light of budget restrictions. Please see response 23.3.



Response 23.81

The commenter states an opinion that the EIR should report the cost of development per household to be \$1,440. The EIR focuses on the physical environmental effects of the project, please see response 23.3.

Response 23.82

The commenter states an opinion that the EIR should identify cost estimates and schedules for infrastructure improvements within the Wells Saticoy area. The EIR evaluates the project, which consists of a Community Plan and Development Code for the Saticoy & Wells area. The Community Plan Appendix B contains a list of infrastructure improvements and Chapter 11.5 of the Community Plan addresses Our Sustainable Infrastructure. For water and wastewater systems, each development will be required to evaluate the existing delivery system, identify and implement any necessary improvements prior to occupancy. In addition, the following Policy and Actions within the Community Plan ensure that projects will be undertaken as necessary. Moreover, it should also be noted that individual projects will be evaluated pursuant to CEQA at the time they are proposed.

- Policy 11M: Provide adequate public facilities and services to serve new development and maintain current services.
- Action 11.5.4: New development shall provide adequate public services and facilities as determined through the development review process.
- Action 11.5.5: Update the 1996 Capital Improvement Deficiency Study (CIDS) for the Saticoy and Wells Communities.
- Action 11.5.6: Require new development to either pay their proportionate share for or construct specific improvements identified in the updated Saticoy and Wells Capital Improvement Deficiency Study (see Action 11.5.5 above).
- Action 11.5.7: Amend Municipal Code Sec. 22.110.055 for water connections outside city limits to establish criteria for providing water to the unincorporated areas of Saticoy. Consult with the County of Ventura and other appropriate entities.

Response 23.83

The commenter notes that this EIR references the 2005 General Plan Update FEIR as a source of data, but expresses concern that the 2005 General Plan FEIR does not discuss economic or social impacts. Please refer to response 23.3.



Response 23.84

The commenter asserts an opinion that the EIR should identify Capital Improvement Projects for the Saticoy & Wells area. Please refer to Response 23.82.

Response 23.85

The commenter asserts an opinion that the EIR should identify the sales tax revenue to the City from the additional population. Economic impacts are not required to be analyzed in the EIR, please see Response 23.3.

Response 23.86

The commenter asserts an opinion that the EIR should identify the property tax revenues to the City from additional housing. Economic impacts are not required to be analyzed in the EIR, please see Response 23.3.

Response 23.87

The commenter reiterates concerns regarding the “global financial meltdown” and the effects on City operations. Please see Response 23.3.

Response 23.88

The commenter reiterates concerns regarding the cost of development per household within the City. Please see prior Response 23.81 and 23.3.

Response 23.89

The commenter reiterates a concern that the cost and development schedule for infrastructure improvements are not identified in the EIR. Please see above response 23.82. The commenter also asserts an opinion that the proposed Community Park would not be accessible to people, because it would be too far to walk. The community park is located within a residential neighborhood, and is located about ¼ mile east of Wells Road on Aster Street in the south-central portion of the Project Area. It is noted that not everyone within the Project Area may be able to walk to every park, but as indicated on Figure 11-11, a network of green spaces will be developed as the Project Area builds out. Moreover, as indicated in the Community Plan, Open Space strategy 11 directs to “*Preserve and augment existing parks through direct street connections so they are easily accessible from surrounding neighborhoods.*” In addition, as discussed in the EIR, the Project Area currently meets and is planned to exceed the recommended parks to population ratios for the area given existing planned and pending development of park space with the UC Hansen Specific Plan. The Parklands Specific Plan, if approved, would likewise contribute an additional five acres of active recreational parks, approximately two acres of passive recreational parks, and three acres of sensitive habitat reserves.



Response 23.90

The commenter reiterates a concern that the magnitude of environmental impacts as well as the social and economic considerations for the General Plan EIR were not sufficiently addressed and asserts an opinion that this EIR cannot tier off of the 2005 General Plan FEIR. Please see Responses 23.3 and 23.9.

Response 23.91

The commenter reiterates a concern that economic and social impacts to agriculture are not discussed and notes that compatibility issues arise at the urban/agricultural interface. Please see Responses 23.3 and 23.10.

Response 23.92

The commenter reiterates a concern that the economic or social impact on historic structures has not been discussed. Please see Response 23.3 for a response regarding economic and social impacts. Historic resource impacts are discussed in Section 4.5 *Cultural and Historic Resources*. Please also see Response 23.11.

Response 23.93

The commenter states that the economic and social effects of flooding have not been discussed in the EIR. In addition, the commenter reiterates a concern regarding flooding events greater than the Q100. Please see responses 23.3 regarding economic and social effects, and also please see response 23.5 regarding the Q100. In addition, the effects of flooding are further discussed in the EIR in Section 4.8 *Hydrology and Water Quality*. Impact Statement HYD-1 states that *“Development facilitated by the Project could place new development within 100-year flood zones and dam inundation zones. However, compliance with the City Flood Plain Ordinance, 2005 General Plan actions, and proposed Community Plan actions would reduce impacts to a Class III, less than significant, level.”*

Response 23.94

The commenter reiterates concerns regarding economic and social effects associated with provision of fire service to high fire hazard areas. Please see Response 23.13.

Response 23.95

This comment is a duplicate of 23.14. The commenter again states that economic and social impacts to fire protection have not been addressed and cites a statement from the 2005 General Plan EIR. Please response 23.14.

Response 23.96

This comment is a duplicate of 23.15. Please see response 23.15.



Response 23.97

The commenter reiterates concerns about social and economic impacts to schools. Please see Responses 23.5, 23.6, and 23.16.

Response 23.98

This comment is a duplicate of 23.17. Please see response 23.17.

Response 23.99

This comment is a duplicate of 23.18. Please see response 23.18.

Response 23.100

This comment is a duplicate of 23.19. Please see response 23.19.

Response 23.101

This comment is a duplicate of 23.20. Please see response 23.20.

Response 23.102

This comment is a duplicate of 23.21. Please see response 23.21.

Response 23.103

This comment is a duplicate of 23.22. Please see response 23.22.

Response 23.104

This comment is a duplicate of 23.23. Please see response 23.23.

Response 23.105

This comment is a duplicate of 23.23. Please see response 23.23.

Response 23.106

This comment is a duplicate of 23.24. Please see response 23.24.

Response 23.107

The commenter has issued 10 slides emphasizing capital improvement projects and City revenues from sales and property taxes. The focus is not clear, but the commenter appears to be stating an opinion that the cost of development in terms of public services and infrastructure improvements is not fully funded by City revenues. It should be

noted that developers also pay a proportionate share of these costs, which are then passed on to the person that purchases the home or the business. Please also see responses 23.82 regarding capital improvement projects and 23.3 regarding social and economic impacts.

Response 23.108

The commenter reiterates previous comments about economic and social impacts and expresses an opinion that the EIR does not accurately identify infrastructure requirements. Please see previous response 23.3 regarding economic and social impacts as well as response 23.82 regarding infrastructure or capital improvement projects.

Response 23.109

The commenter states an opinion that the wastewater conveyance infrastructure is at or near capacity and even exceeds capacity at some locations. As previously discussed, updates to the CIDS will be undertaken in association with the Community Plan implementation (see response 23.82). In addition, the City is in the midst of developing a water and wastewater Master Plan that will identify any additional deficiencies and will also serve as additional analysis for future projects. Moreover, individual projects will be required to evaluate the existing delivery system, identify and implement any necessary improvements prior to occupancy.

Response 23.110

The commenter opines that the EIR analysis is based on outdated documents including a 1995 Water System Operational Evaluation & Improvement Program, a 1995 East Ventura Sanitary Sewer Collector Study, and a 1996 Wells & Saticoy Communities Capital Improvement Deficiency Study. The EIR relies on the Community Plan policies and actions, which are self mitigating. These are discussed under response 23.82. There are a number of actions built into the Community Plan that will upgrade and expand existing infrastructure throughout the Project Area as individual projects materialize. Please see response 23.82 for a more detailed discussion and a list of those Community Plan Actions.

Response 23.111

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.

Response 23.112

The commenter makes a variety of comments pertaining to Section 4.12 *Population and Housing*, of the EIR. Included in these comments are that the EIR does not use current demographic data for specific sites and that it does not include specific information found in the Parklands project relative to potential population figures. The analysis prepared for the EIR used the most recent demographic information from the California Department of Finance and SCAG to forecast population and employment growth. The



Project is a plan level document which accommodates development that is within the 2005 City of Ventura General Plan's development potential. The development projections for the proposed Project (Table 2-3) are based on potential buildout figures from lands within the Project Area, including both actual applications as well as allowable densities where no specific proposal is involved.

Response 23.113

The commenter reiterates previous comments. Please see responses 23.3 through 23.5.

Response 23.114

The commenter states that the Project is inconsistent with the Parklands Specific Plan, in particular building heights and parking requirements. Figure 2-6 in Section 2.0 *Project Description*, indicates that the Parklands project has "specific plan" coding. As indicated on page 2-17:

Existing/Proposed Specific Plan Areas: These areas denote properties that are subject to a Specific Plan. Most notably, they are the UC Hansen, Parklands, and Saticoy Village Specific Plan. These areas will refer to those documents for development standards.

As such, the community plan is not applicable to the Parklands Specific Plan area.

9.0 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).

To implement this MMRP, the City of Ventura will designate a Project Mitigation Monitoring and Reporting Coordinator (“Coordinator”). The coordinator will be responsible for ensuring that the mitigation measures incorporated into the project are complied with during project implementation. The coordinator will also distribute copies of the MMRP to those responsible agencies identified in the MMRP, which have partial or full responsibility for implementing certain measures. Failure of a responsible agency to implement a mitigation measure will not in any way prevent the lead agency from implementing the proposed project.

The following table will be used as the coordinator’s checklist to determine compliance with required mitigation measures.



Saticoy & Wells Community Plan and Code EIR
Section 9.0 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Implementation Responsibility	Timing	Monitoring Division	Funding	Standard for Success	Compliance Verification		
						Initial	Date	Comments
AESTHETICS								
AES-2(a) Sound Walls. Views of sound walls abutting SR 126 shall be softened through installation of landscaping such as trees, shrubs and climbing vines, resulting in a variety of textures and colors. Monolithic structures shall be avoided to the extent practicable through a series of smaller wall structures. Where required for project approval, prior to Final Map approval, the Design Review Committee shall review and approve landscaping and irrigation plans. Prior to occupancy of any dwelling unit within a proposed development project area, the sound wall, landscaping and irrigation shall be installed.	Project Applicant and Design Review Committee	Twice. Once during plan check. Once, prior to occupancy.	PCD and Design Review Committee	Project Applicant	Approval of plans by Design Review Committee and PCD; Field verify installation of soundwall, landscaping, and irrigation			
BIOLOGICAL RESOURCES								
BIO-3(a) Pre-construction Surveys. A preconstruction presence/absence survey will be required within 30 days prior to any development proposed within natural habitat to determine the presence of special-status wildlife species. Prior to commencement of grading operations or other activities involving disturbance of natural habitat, a survey shall be conducted to locate potential special-status wildlife species within 100 feet of the outer extent	Project Applicant and PCD	Once prior to vegetation clearing or issuance of a grading permit	PCD and EA	Project Applicant	Verification of field survey and results.			

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Saticoy & Wells Community Plan and Code EIR
Section 9.0 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Implementation Responsibility	Timing	Monitoring Division	Funding	Standard for Success	Compliance Verification		
						Initial	Date	Comments
of projected soil disturbance activities. If a special-status wildlife species is observed, the locations shall be clearly marked and identified on the construction/grading plans. A biological monitor shall also be present at the initiation of vegetation clearing to provide an education program to the construction operators regarding the efforts needed to protect the special-status species. Fencing or flagging shall be installed around the limits of grading prior to the initiation of vegetation clearing.								
BIO-3(b) Burrowing Owl Pre-construction Surveys. A preconstruction presence/absence survey shall be conducted for burrowing owls 30 days prior to ground disturbance/vegetation clearing. Burrowing owl surveys shall be conducted within the ruderal habitats of Project Area open space onsite as well as its preferred habitats. If burrowing owls are observed, CDFG shall be consulted prior to construction to develop a conservation plan, including active relocation and/or passive relocation (the use of one-way doors and collapse of burrows). Any relocation efforts shall be conducted outside of the nesting season (approximately March 1 – September 15), and take of an active nest shall be	Project Applicant and PCD	Once prior to issuance of a grading permit	PCD and EA	Project Applicant	Verification of field survey and results.			

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Section 9.0 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Implementation Responsibility	Timing	Monitoring Division	Funding	Standard for Success	Compliance Verification		
						Initial	Date	Comments
avoided.								
BIO-3(c) Lighting and Sound Restrictions. Lighting near natural habitat, such as in the vicinity of Brown Barranca and the Santa Clara River, shall be shielded and directed away from that habitat. Lighting of parking lot areas shall be limited to an intensity only sufficient to provide safe passage. Sound amplification equipment shall be shielded from natural habitat to reduce effects on potential special-status wildlife species. A qualified biologist shall review lighting and sound plans prior to construction to ensure that the proposed lighting minimizes potential impacts on special-status wildlife species.	Project Applicant and Design Review Committee	Twice. Once, prior to issuance of a building permit. Once, for field verification.	Design Review Committee, BD, and EA	Project Applicant	Verification of successful field conditions.			
BIO-3(d) Conduct Pre-Construction Floristic Surveys. Within natural habitat areas that have been previously undeveloped and undisturbed, floristic surveys shall be conducted prior to the commencement of construction activities to account for any special-status plant species that were not identifiable or detected during initial surveys. The supplemental focused rare plant surveys would follow survey guidelines as developed by CDFG and CNPS. The purpose of the surveys shall be to identify all extant individuals and the population size of listed plants	Project Applicant	Once prior to issuance of a grading permit	PCD, EA, and BD	Project Applicant	Verification of field survey and results.			

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Saticoy & Wells Community Plan and Code EIR
Section 9.0 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Implementation Responsibility	Timing	Monitoring Division	Funding	Standard for Success	Compliance Verification		
						Initial	Date	Comments
within the Project Area.								
<p>BIO-3(e) Avoid or Minimize Impacts to Listed Plant Species. If a special-status plant species is observed on a proposed construction site, the location of any potential listed species and/or population boundaries shall be delineated prior to grading or construction. All individuals or areas of the population that can be avoided shall be flagged off, preserved, and monitored to insure indirect impacts do not contribute to further loss of any listed species. Avoidance is defined as a minimum 200-foot buffer unless an active maintenance plan is implemented for the known occurrence. With implementation of an active maintenance and management program, the buffer width may be reduced further based on review and approval by the jurisdictional agencies (USFWS and/or CDFG).</p> <p>Construction monitors shall be present during grading or other construction activity within 200 feet of known listed plant species. Construction operators shall be educated as to the species identification and sensitivity, and shall be directed to avoid impacts to such plants.</p> <p>Any individuals that may be affected or lost due to</p>	Project Applicant and PCD	<p>Once prior to issuance of a grading permit.</p> <p>Continual, if needed, during construction.</p> <p>Ongoing, as per the monitoring plan if restoration is necessary.</p>	PCD, EA, and BD	Project Applicant	Verification of field survey and results.			

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Section 9.0 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Implementation Responsibility	Timing	Monitoring Division	Funding	Standard for Success	Compliance Verification		
						Initial	Date	Comments
<p>construction activities and associated development shall be salvaged and relocated to a designated suitable mitigation site isolated from human disturbance. A mitigation restoration plan shall be prepared by a qualified plant ecologist that identifies the number of plants to be replanted and the methods that will be used to preserve this species in the onsite mitigation area. The plan shall also include a monitoring program so that the success of the effort can be measured. Restoration efforts shall be coordinated with applicable federal, state, and local agencies. The mitigation restoration plan shall be submitted to the appropriate regulatory agencies for review, with the plan then submitted to the City of Ventura for approval prior to issuance of a grading permit for the area of concern.</p>								
<p>BIO-3(f) Sensitive Plant Protection Plan. A mitigation and management plan shall be developed for listed plant species that may be affected or lost due to potential development facilitated by the proposed Community Plan. The plan shall be developed by a qualified plant ecologist and would include an analysis of take, mitigation measures, and an Adaptive Management Plan (AMP) to identify strategies for responding</p>	Project Applicants and PCD	Twice. Once for plan review; once for field verification.	PCD and EA	Project applicants	Verify approval of plans and implementation.			

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Saticoy & Wells Community Plan and Code EIR
Section 9.0 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Implementation Responsibility	Timing	Monitoring Division	Funding	Standard for Success	Compliance Verification		
						Initial	Date	Comments
<p>to changed circumstances, and a monitoring plan. Specifically, it shall identify the number of plants to be replanted, the methods that will be used to preserve this species in this location, and methods to ensure successful mitigation for impacts to special-status plant species. The required level of success shall be defined at a minimum as a demonstration of three consecutive years of growth of a population equal to or greater than that would be lost due to development facilitated under the proposed Community Plan. The mitigation plan shall include but not be limited to:</p> <ul style="list-style-type: none"> • Preserving and transporting appropriate topsoil from the development envelope as a seed bank to promote special-status species revegetation at a relocation site; • Salvage operations to relocate species to a suitable mitigation site; • Collecting seeds of special-status plant species in the immediate vicinity of the project site, to ensure that the genetic integrity of the local landscape remains intact; • Sowing the collected seed into designated suitable mitigation site. 								

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Section 9.0 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Implementation Responsibility	Timing	Monitoring Division	Funding	Standard for Success	Compliance Verification		
						Initial	Date	Comments
<ul style="list-style-type: none"> Determination of necessary irrigation requirements and irrigating the mitigation plantings if necessary until they become established; and Maintaining and monitoring restoration/planting sites for a minimum of three (3) years (or as determined successful, whichever is sooner) to determine mitigation success/failure, and implementing remedial measures to satisfy mitigation objectives. 								
<p>BIO-3(g) Nesting Bird Protection. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) shall take place outside of the breeding bird season which generally runs from March 1 through August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).</p> <p>If avoidance of the breeding bird season is not feasible, the Department recommends that beginning thirty days prior to the</p>	Project Applicants	If necessary: Weekly surveys prior to issuance of a grading permit.	PCD and EA	Project applicants	If necessary. Verify surveys completed and submittal of results.			

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Saticoy & Wells Community Plan and Code EIR
Section 9.0 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Implementation Responsibility	Timing	Monitoring Division	Funding	Standard for Success	Compliance Verification		
						Initial	Date	Comments
<p>disturbance of suitable nesting habitat the project proponent shall arrange for weekly bird surveys to detect protected native nesting birds occurring in the habitat that is to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native nesting bird is found, the project proponent shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat), or as determined by a qualified biological monitor, until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at</p>								

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Saticoy & Wells Community Plan and Code EIR
Section 9.0 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Implementation Responsibility	Timing	Monitoring Division	Funding	Standard for Success	Compliance Verification		
						Initial	Date	Comments
<p>nesting. Limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest, or as determined by a qualified biological monitor. Construction personnel shall be instructed on the sensitivity of the area. The project proponent shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.</p> <p>Once the pre-construction bird surveys are conducted by a qualified biologist during the proper seasons, the report results, including survey dates, exact species observed, location of species onsite, and nesting/breeding behavior observed, shall be submitted to the City and other necessary regulatory agencies for review and approval. No construction shall begin prior to this approval.</p>								
CULTURAL RESOURCES								
<p>CR-1(a) Temporary Work Suspension if Resources Unearthed. In the event that archaeological or paleontological resources are unearthed during construction of accommodated development, all earth disturbing work within the vicinity of the find</p>	Project applicants	As needed during grading and upon discovery of an unknown archaeological resource during grading	PCD and NAHC	Project applicants	Stop work if unknown archaeological resources are found and measures to mitigate are executed.			

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Saticoy & Wells Community Plan and Code EIR
Section 9.0 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Implementation Responsibility	Timing	Monitoring Division	Funding	Standard for Success	Compliance Verification		
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must be temporarily suspended or redirected until an archaeologist or paleontologist as appropriate has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Chumash representative shall monitor any mitigation work associated with Native American cultural material.					Confirm resources are evaluated by a qualified Archaeologist (if necessary)			
CR-1(b) Human Remains Procedures. If human remains are unearthed during excavation of accommodated development, State Health and Safety Code Section 7070.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).	Project applicants	As needed during grading and upon discovery of an archaeological resource.	PCD, County Coroner, NAHC	Project applicants.	Stop work if unknown archaeological resources are found and measures to mitigate are executed. Confirm site evaluated by a county coroner and NAHC representative (if necessary).			

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