Planning Division

PLANNING COMMISSION
STAFF REPORT

TO: Planning Commission

FROM: Ashley Golden, Principal Planner

DATE: December 1, 2011

SUBJECT: Planning and Zoning Permit No. 09-700-1, City of Oxnard Bicycle and Pedestrian Facilities Master Plan.

1) **Recommendation:** That the Planning Commission adopt a resolution recommending that the City Council:
   - **a)** Adopt the City of Oxnard Bicycle & Pedestrian Facilities Master Plan.
   - **b)** Approve ND 11-02.

2) **Project Description and Applicant:** The City of Oxnard Bicycle and Pedestrian Facilities Master Plan (Master Plan) describes policies, goals, and objectives for developing a safe, convenient, and effective city-wide system that promotes bicycling and walking as safe and viable transportation and recreation opportunities. Filed by City of Oxnard, Planning Division, 214 S. C Street, Oxnard, CA 93030.

3) **Background Information:** Circulation Element Objective No. 9 of the 2020 General Plan (page VI-24) stated "Provide a Citywide system of safe, efficient and attractive bicycle routes for commuter, school and recreational use." To fulfill that objective, on September 24, 2002, the City Council of the City of Oxnard adopted the Bicycle and Pedestrian Facilities Master Plan. The 2002 Master Plan recommended: nine (9) new off-street (Class I) multi-use facility segments, at an estimated cost of approximately $22 million; 30 new on-street (Class II) bicycle facility segments, at an estimated cost of approximately $15 million; and five (5) new signage-only (Class III) bicycle facility segments, at an estimated cost of approximately $9,000. The total cost of all the recommended 2002 Master Plan facilities was approximately $37 million. From 2001 – 2012 the City of Oxnard spent $1,379,315 on bicycle and pedestrian projects; however additional facilities were constructed through development projects at the developers' expense. Although Figure 4 of the 2002 Master Plan shows the existing facilities, it did not quantify the miles of facilities. In 2010 the City of Oxnard contain approximately 65 miles of designated bicycle facilities.

4) **Environmental Determination:** The proposed development is subject to review in accordance with the California Environmental Quality Act (CEQA). An initial study was prepared to analyze potentially significant adverse environmental effects of the proposed project. No areas of concern were identified as potentially being affected. Therefore, staff has prepared a Negative Declaration (ND) for the Planning Commission consideration.

   The draft document consisting of the initial study and Master Plan (ND 11-02) were made available for the requisite public review and comment period, from September 22, 2011 through October 21, 2011.

   Comments on the draft environmental document were submitted by Ventura County Watershed Protection District, Ventura County Air Pollution Control District, and the Ventura County Public Works Agency Transportation Department. These comment letters are included with the environmental document. The comments did not require responses or changes to the ND, but clarifying text was added to the Master Plan to reflect responses to the letters as needed. As such, no significant adverse affects are expected to result from the proposed Master Plan, and staff recommends that Planning Commission recommend the City Council adopt ND 11-02 (see Attachment A).

5) ***General Plan Consistency:*** Chapter 3 of the Master Plan addresses the Plan's consistency with the 2030 General Plan (General Plan). The General Plan, Infrastructure and Community Services (ICS) Goal 8 seeks to provide "Safe bicycle and pedestrian circulation throughout the City." The General Plan identifies 14 policies (ICS 8.1 – ICS 8.14) to achieve this goal which is addressed throughout the Master Plan. In addition, this plan is consistent with General Plan ICS Goal 7, which addresses transportation, demand management. The policies within that Goal direct the City to promote development patterns that encourage pedestrian and bicycle travel in order to reduce vehicle trips, meet air quality goals, and minimize congestion. Lastly, the General Plan identifies six Urban Villages intended for transit-oriented mixed-use incorporating commercial and employment uses with residential. These core areas are intended to allow people to live near their place of employment with support and transit services. As further described in the Analysis section below, the Master Plan provides the framework for implementing a bicycle and pedestrian circulation system consistent with ICS Goals 7 and 8 and their policies. The Master Plan implements the goals and land uses identified in the General Plan.

6) **Analysis:**

   a) ***General Discussion:*** The Master Plan will facilitate bicycle and pedestrian uses for recreation, community, and physical health in the City of Oxnard by establishing clear objectives to enhance safety, providing guidance for investments in facilities, and providing a concise inventory of existing and needed networks. The Master Plan includes:
      - Goal and Objectives
      - Existing Conditions

- Needs Analysis (Demand Model)
- Recommended Improvements
- Prioritization Strategy, includes costs and project sheets
- Funding
- Monitoring and Maintenance

The Master Plan also includes Design Guidelines, Trip and Emissions Reduction Estimates, Safety Review and the Bicycle Transportation Account Checklist. These Master Plan elements will satisfy requirements set forth in California Streets and Highways Code Sections 891.2 and 894.7 to enable the City of Oxnard to compete for Bicycle Transportation Account funds. Once approved by the City Council, the Master Plan will be submitted to the California Department of Transportation, Office of Bicycle Planning, to qualify the City for future grants that would fund bicycle facilities.

b) ***Proposed Bicycle Facilities:*** The bicycle network would include a one-half mile grid of facilities targeting gaps, barriers, and new developments. Bicycle Facilities consist of Multi-Use Paths (Class 1), Bicycle Lanes (Class II), Bicycle Routes (Class III), and Bicycle Boulevards (Class III). The plan includes $4.2 million dollars worth of improvements to existing facilities. The Master Plan proposes 30.5 miles of new Class I facilities, 39.6 miles of Class II facilities, and 52 miles of Class III facilities (includes 13.9 miles of routes and 38.1 miles of bicycle boulevards).

Facility Type	Quantity	Project Cost
Bicycle Path (along flood control channel or rail corridor)	15.4	$40,040,000
Bicycle Path (in park, short connector no crossings)	15.1 mi	$7,550,000
Bicycle Lanes (may include signage, striping, and pavement markings)	39.6 mi	$2,574,000
Bicycle Route (signage only)	13.9	$69,500
Bicycle Boulevard	38.1	$1,143,000
Grade Separated Crossing (Flood Control Channel)*	2 ea	$1,000,000
TOTAL	**122.1**	**$52,376,500**

* see description in section *c) Proposed Pedestrian Facilities.*

c) ***Proposed Pedestrian Facilities:*** The Master Plan identifies intersections and road segments that require a variety of pedestrian improvements such as installation of sidewalks, signal re-timing or crosswalk implementation, pedestrian bridges or traffic calming measures. These improvements would enhance mobility, aid the city in compliance with the American Disability Act (ADA), and provide access across barriers such as flood control channels and railroads.

Facilities Classification	Mileage/Number	Cost
Corridor Improvements	5.43 Miles	$2,746,300
Intersection Improvements	8	$5,457,100
Pedestrian Bridge	1	$2,000,000
TOTAL		**$10,203,400**

Three grade separate crossings/bridges would improve direct connections for neighborhood residents to key destinations such as schools, parks, and shopping. The bridges would accommodate all non-motorized transportation modes, diverting them from busy arterials and providing safe and convenient connections. The grade separate crossings are proposed at Gary Drive over the flood channel and at Fifth Street over the channel. A pedestrian bridge is proposed at South Bank Neighborhood over the railroad to the future Village Specific Plan Area's transit center.

d) ***Prioritization:*** Chapter 6 of the Master Plan contains a prioritization of each of the proposed facilities. The prioritization provides the City a foundation for implementing the project. The ranking of the projects was based on: connectivity to existing facilities/filling gaps, the attractor model results, the generators model results, and the detractors model results. For the pedestrian project list, the City provided input based on project readiness and synergy of development in the vicinity.

e) ***Recommended Policies and Programs:*** A number of enforcement, education, and encouragement policies and programs are identified in the Master Plan to promote bicycling and walking throughout the Oxnard Community. Enforcement policies and programs would be conducted at strategic locations where the public will become aware of bicycle/pedestrian laws and their penalties. Enforcement programs may include speed radar trailers and bicycle patrol units. Education policies and programs ensure bicyclists, pedestrians and motorists know how to travel safely and understand the regulations that govern these modes of transportation. Share the Road Campaigns, Safe Routes to School programs, and safety handbooks are examples of Education programs. Encouragement programs include business incentive programs and bike-to-health campaigns. These types of programs increase public awareness and support of bicycling and walking through fun and creative opportunities for people to try these activities.

7) **Community Input:** The Master Plan was discussed at two public meetings: Planning Commission on August 6, 2009 and at the Transportation Policy Committee (TPC) on June 23, 2011. The Master Plan and subject negative declaration were released for public comments from September 22, 2011 through October 21, 2011. Seven comments relating to the Master Plan were received. Changes resulting from the comment letters and staff changes include:

- A new objective and section 8.2.5 to address the importance of improving bicycle and pedestrian access to public transportation and the City's continued coordination with Gold Coast Transit.
- Updated references related to the 2030 General Plan.
- Added Section 3.1.2.5 to address The Board of Supervisors 2006 Bicycle Vision.

- Added further discussion and programs into the Recommended Policies and Programs (section 5.4).
- Updated the maps to show connectivity to facilities outside the city limits.
- Administrative edits addressing errors (costs, mileage, etc) have also been made.

In response to a comment received about not using the 2010 census data, the 2010 census data was released after the City began the Master Plan process. The consultant team looked at the 2010 census data and determined that the increased population (mainly in RiverPark) would not have drastically altered the demand model and therefore not have altered the prioritization tables. However, the Master Plan now includes clarification that projects may be done out of sequence when appropriate.

Also, concern was raised over combining pedestrian and bicycle needs and projects in one document. The City and consultant team have verified that combining bicycle and pedestrian in one document is fairly common. Although it is agreed that the users have different needs, the document does analyze, budget, and prioritize the projects separately. In addition the Class I facilities are meant to serve both users.

8) Appeal Procedure: The Planning Commission's action is a recommendation and the matter will be considered by the City Council at a later date.

Attachments:

A. Negative Declaration #11-02, with Comments
B. City of Oxnard Bicycle and Pedestrian Facilities Master Plan & Appendices (Available online, planning.cityofoxnard.org)
C. Resolution

Prepared by: _____
AG

Approved by: _____
SM

PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030

NEGATIVE DECLARATION NO. 11-02

On the basis of an initial study, and in accordance with Section 15070 of the California Code of Regulations, the Planning Division has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment:

> Community Plan No. 09-700-1, City of Oxnard Bicycle and Pedestrian Facilities Master Plan (Master Plan). The draft Master Plan describes policies, goals, and objectives for developing a safe, convenient, and effective city-wide system that promotes bicycling and walking as safe and viable transportation and recreation opportunities. Filed by City of Oxnard, Planning Division, 214 S. C Street, Oxnard, CA 93030.

Attached is a copy of the initial study documenting the reasons to support the finding of no significant effect on the environment. No mitigation measures were deemed necessary in the initial study to reduce the identified potential effects to a less than significant level:

Attachments:
- A. Initial Study/ND 11-02
- B. Map 5-1, Existing and Proposed Bicycle Facilities
- C. Tables 5-1 – 5-4, Proposed Multi-Use Paths, Bicycle Lanes, Bicycle Routes, Bicycle Boulevards
- D. Map 5-2, Proposed Pedestrian Improvement Areas
- E. Table 5-5, List of Proposed Pedestrian Facilities
- F. ND Comment Letters

Attachment A

Planning Division
214 South C Street
Oxnard, CA 93030
805/385-7858
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INITIAL STUDY
NEGATIVE DECLARATION 11-02

CITY OF OXNARD
BICYCLE AND PEDESTRIAN FACILITIES MASTER PLAN
PZ 09-700-1

September 2011

Introduction

This *Initial Study* has been prepared in accordance with relevant provisions of the *California Environmental Quality Act (CEQA) of 1970*, as amended, and the CEQA *Guidelines* as revised. *Section 15063(c)* of the CEQA *Guidelines* indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City of Oxnard) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;

2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to quality for a Negative Declaration;

3. Assist the preparation of an EIR, if one is required, by:
   - Focusing the EIR on the effects determined to be significant;
   - Identifying the effects determined not to be significant;
   - Explaining the reasons why potentially significant effects would not be significant; and
   - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

4. Facilitate environmental assessment early in the design of a project;

5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

6. Eliminate unnecessary EIRs; and

7. Determine whether a previously prepared EIR could be used with the project.

The City of Oxnard *Threshold Guidelines - Initial Study Assessment* (February 1995) was used along with other pertinent information for preparing the *Initial Study* for this project.

The purpose of the *Threshold Guidelines* is to inform the public, project applicants, consultants and City staff of the threshold criteria and standard methodology used in determining whether or not a project (individually or cumulatively) could have a significant effect on the environment. Furthermore, the *Threshold Guidelines* provide instructions for completing the *Initial Study* and determining the type of environmental document required for individual projects.

Determining the significance of environmental impacts is a critical and often controversial aspect of the environmental review process. It is critical because a determination of significance may require that the project be substantially altered, or that mitigation measures be readily employed to avoid the impact or reduce it below the level of significance. If the impact cannot be reduced or avoided, an Environmental Impact Report (EIR) must be prepared. An EIR is a detailed statement that describes and analyzes the significant environmental impacts of a proposed project, discusses ways to reduce or avoid them, and suggests alternatives to the project, as proposed. The preparation of an EIR can be a costly and time-consuming process.

Determining the significance of impacts is often controversial because the decision requires staff to use their judgment regarding a subject that is not clearly defined by the law. The State CEQA *Guidelines* define the term "significant impact on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. However, there is no iron-clad definition of what constitutes a substantial change because the significance of an activity may vary according to location.

To help clarify and standardize decision-making in the environmental review process, Oxnard has developed thresholds of environmental significance. Thresholds are measures of environmental change that are quantitative for subjects like noise, air quality, and traffic; and qualitative for subjects like aesthetics, land use compatibility, and biology. These thresholds are used in the absence of other empirical data to define the significance of impacts. For some projects, however, special studies and/or the professional judgment of City staff may enter into the decision-making process. Therefore, Oxnard's thresholds are intended to serve as guidelines, and to augment existing CEQA provisions governing the definition of significance.

The City's environmental thresholds will be periodically updated as new information becomes available, or as standards regarding acceptable levels of environmental change are reevaluated. For example, the air quality thresholds adopted by Oxnard were established through State and Federal legislation. These standards, and the methodology used to compute them, may change over time. When this occurs, the City will evaluate the data and, if necessary, modify the thresholds to reflect improved awareness.

When other agencies have jurisdiction over a given site, the project proponent will have to meet the design, mitigation, and monitoring requirements imposed by those agencies, as well as any additional requirements established by the City of Oxnard.

CITY OF OXNARD

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title: City Of Oxnard Bicycle and Pedestrian Facilities Master Plan (Master Plan)

2. Lead Agency Name and Address: City of Oxnard, Planning Division, 214 South C Street, Oxnard, CA 93030

3. Contact Person and Phone Number: Ashley Golden, Principal Planner, 805-385-7858

4. Project Location: City-Wide

5. Project Applicant Name and Address: City of Oxnard, Planning Division, 214 South C Street, Oxnard Ca 93030

6. General Plan Designation: Not applicable for public right-of-ways. Varies where proposed bicycle and pedestrian facilities are on public or private property with General Plan designations.

7. Zoning: Not applicable for public right-of-ways. Varies where proposed bicycle and pedestrian facilities are on public or private property with Zone designations.

8. Description of Project: The Master Plan is a description of policies, goals, and objectives for developing a safe, convenient, and effective city-wide system that promotes bicycling and walking as safe and viable transportation and recreation opportunities.

9. Surrounding Land Uses and Setting: Existing and proposed bicycle paths, lanes, routes, and boulevards and pedestrian facilities occur throughout the city and adjoining county past all types of land uses and settings.

10. Other agencies whose approval is required (e.g., permits, financing approval, or participating agreement): California Department of Transportation, California Public Utilities Commission, and County of Ventura

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- ☐ Aesthetics
- ☐ Agricultural Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology/Soils
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation/Traffic
- ☐ Utilities/Service Systems
- ☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

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

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

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

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

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

	9/15/11
Signature	Date
Ashley Golden	Principal Planner
Print Name	Title

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," cited in support of conclusions reached in other sections may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used—Identify and state where they are available for review.
    b. Impacts Adequately Addressed—Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures—For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identity: a) The significance criteria or threshold, if any, used to evaluate each question; and b) The mitigation measure identified, if any, to reduce the impact to less than significance.

A. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (*2020 General Plan, VIII - Open Space/ Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☐
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (*2020 General Plan, VIII - Open Space/ Conservation Element; XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☐
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (*2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☐
4. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area? (*2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☐

1-4 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. Several proposed facilities are adjacent to existing railroad tracks and the Santa Clara River levee. Bicycle lanes, paths, and trails would be constructed on generally level terrain, mostly along existing access public roads, and would not be highly visible from any known scenic vistas; therefore, no impacts to scenic vistas area anticipated. Construction of the Santa Clara River Trail could impact scenic resources, which is discussed and mitigated in Mitigated Negative Declaration No. 11-03.

Mitigation: Not required

B. AGRICULTURAL RESOURCES*

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources*)	☐	☐	☐	☐
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources*)	☐	☐	☐	☐
3. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources*)	☐	☐	☐	☐

* *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural and farmland.*

1-3 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. Several proposed facilities are adjacent to existing railroad tracks and the Santa Clara River levee. However, the majority of the proposed project is located on existing roadways and paved rights of ways where no agricultural activities occur. Although facilities may be placed adjacent to farmland, no farmland would be converted to bicycle or pedestrian facilities.

Mitigation: Not required

C. AIR QUALITY*

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002Computer Program)*	☐	☐	☐	☐

C. AIR QUALITY*

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☐	☐
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☐	☐
4. Expose sensitive receptors to substantial pollutant concentrations? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☐	☐
5. Create objectionable odors affecting a substantial number of people? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☐	☐

* *Where available, the significant criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.*

1-5 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. Several proposed facilities are adjacent to existing railroad tracks and the Santa Clara River levee. The Master Plan is intended to encourage bicycling and pedestrian trips that will reduce air pollution from vehicular trips. Appendix B, Emissions Reductions, of the Master Plan includes Future Vehicle Trips and Mileage Reduction estimates. These are conversion result from future commuting projections into the number of actual trips, along with number of vehicle miles replaced by biking and walking. Those values are further converted, to assess Future Air Quality Benefits—lbs/weekday and tons/year values to assess the complete impact that this plan may induce if successfully implemented.

Mitigation: Not required.

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☐
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☐
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☐
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☐
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☐

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (*2020 General Plan, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☐

1-6 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. Several proposed facilities are adjacent to existing railroad tracks and the Santa Clara River levee. There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan impacted by the project. The Class I path east of Harbor Boulevard is required as part of the North Shore Project and is covered by EIR 96-1 and the subsequent addendum certified in 2005. The Class I east and south of the Santa Clara River is covered by Mitigated Negative Declaration No. 11-03.

Mitigation: Not required.

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☐	☐	☐
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☐	☐	☐
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☐
4. Disturb any human remains, including those interred outside of formal cemeteries? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☐	☐	☐

1-4 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. Several proposed facilities are adjacent to

existing railroad tracks and the Santa Clara River levee. According to the 2030 General Plan Background Document (Section 5.4), the Oxnard Planning Area contains 12 prehistoric sites and 7 isolates, and 31 recorded resources (buildings and structures). The proposed project would involve striping on existing or future street pavement or development of trails that would not involve significant excavation or trenching. No impact is expected to historical resources.

Mitigation: Not required.

F. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Pub. 42. (*2020 General Plan, IX-Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☐
b. Strong seismic ground shaking? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☐
c. Seismic-related ground failure, including liquefaction? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☐
d. Landslides? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☐
2. Result in substantial soil erosion, or the loss of topsoil? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☐
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☐
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☐

1-4 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. The proposed project consists of paved bicycle and pedestrian facilities that may be exposed to damage from geologic processes; however, no habitable structures are involved and the potential for future users to be exposed to geologic hazards is considered minimal. Further, previous CEQA documentation for the project area (2020 General Plan EIR, NECSP EIR, and 2030 General Plan Program EIR) include the project limits within an area that has a high potential for seismic ground shaking from fault systems located in the vicinity of the City although there are no known active faults within City limits. There is no potential for landslides on or near the project limits due to the level topography. Therefore, there is no adverse impact related to geology and soils.

Mitigation: Not required.

G. GREENHOUSE GAS EMISSIONS

Would the Project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less than Significant Impact**	**No Impact**
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☐
1. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐

1 & 2 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. GHG emissions related to the proposed project would mostly occur during construction. No parking is proposed, so vehicle trip generation for users of the facilities cannot be quantified but would be expected to be minimal. Most users of the facilities would be expected to walk or bicycle from nearby neighborhoods. The project would be expected to result in a net benefit to GHG emission through improvement of the regional bicycle and pedestrian network and opportunities for area residents to bicycle and walk in safety. Therefore, GHG emissions from the proposed project would not have a significant effect on the environment.

Mitigation: Not required.

H. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☐
2. Create a significant hazard to the public or the environment through reasonably foreseeable up-set and accident conditions involving the release of hazardous materials into the environment? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☐

H. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☐
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☐
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☐
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☐
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*2020 General Plan, IX - Safety Element; City of Oxnard Emergency Preparedness Plan and Response Manual*)	☐	☐	☐	☐
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☐

Discussion:

1 & 2) The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. Arterials in Oxnard are major transportation facilities that accommodate the hauling of hazardous materials. Hazardous materials are routinely transported on the railroad, presenting the possibility of an accident in the vicinity of the project area. Although the probability of a railroad hazardous materials incident is low, the severity is potentially great because of the greater potential quantities involved as well as the potential for chemicals and explosive substances to be mixed together. In the event of an accident, future users of the facilities may be exposed to hazardous materials in a manner similar to residents in the City also in proximity to these transportation facilities. The Fire Department has emergency response units trained in hazardous materials accidents. Because of existing preparations for response to hazardous spills and

due to the low- to moderate-use recreational nature of the proposed project, the risk of exposure is considered below the level of significance.

3) The project will not emit or contain any known hazardous materials during or after construction. There will be no significant impacts.

4) The project may directly or indirectly increase bicycle access near hazardous materials and cleanup sites pursuant to Government Code Section 65962.5. As the project is using existing streets, the exposure of the public to these sites already exists and the addition of a bicycle lane along that street would not lead to a significant increase in public exposure.

5-8) The project includes striping of streets for bicycle lanes and a path within the vicinity of the Oxnard Airport. However, the risk exposure is considered below the level of significance. The project will not interfere with an adopted emergency response plan or emergency evacuation plans. As, the project is located within an urban area and surrounded by urban development, no wildlands aside from relatively low fire hazard riparian vegetation in the Santa Clara River exist in the vicinity of the project site, and the project will not result in any hazards related to wildland fires. Therefore, there will be no impacts.

Mitigation: Not Required.

I. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements? (*2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☐
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (*2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☐
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in substantial erosion or siltation on- or off-site? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☐

I. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
4. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☐
5. Otherwise substantially degrade water quality? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☐
6. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☐
7. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☐
8. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☐
9. Inundation by seiche, tsunami, or mudflow? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☐

1-6 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. With the exception of Class I multi-use paths, most of the improvements will be within already paved rights of way, therefore not increasing impervious surfaces and creating more runoff. The Class I's would require additional paving. The proposed Class I facility along the Santa Clara Rive levee could affect the water flow from the river during a flood and was analyzed under Mitigated Negative Declaration No. 11-03. The project includes no habitable structures that would be subject to flooding, Periodic flooding could occur in the designated flood hazard areas or Tsunami zone but as the streets would be closed during these events, so would the bike lanes and paths.

Mitigation: Not required.

I. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Physically divide an established community? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☐
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (*2020 General Plan; City adopted Specific Plans; Local Coastal Program; and Zoning Ordinance; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☐
3. Conflict with any applicable habitat conservation plan or natural community conservation plan? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☐

1-3 Discussion: The proposed project is mainly within the City of Oxnard justification, however some facilities overlap lands under the jurisdiction of the County of Ventura, Union Pacific Railroad, and CalTrans. The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. The City's 2020 (and Draft 2030) General Plan recognize the importance of bicycle and pedestrian facilities and identifies the need for their additional development throughout the City with connections to the surrounding communities within Ventura County. The proposed project would enhance access and mobility in the community and would not physically divide a community. The project would be consistent with the adopted Santa Clara River Enhancement and Management Plan as well as the City's 2020 and Draft 2030 General Plan (Goal ICS-8 and policies ICS-8.1 to 8.15). Development of the project site will ensure enhanced mobility and recreational opportunities for City residents.

Mitigation: Not required.

J. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☐
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☐

1-2 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities The facilities will be located on developed areas and will not impact natural or mineral resources. No impact is expected.

Mitigation: Not required.

K. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☐
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☐
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☐
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☐
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☐
6. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☐

1-6 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. Noise sources on and near the proposed project limits are primarily vehicular traffic traveling along the local roadway system, US Hwy 101, UPRR railroad, and

the Oxnard Airport. The City has established noise guidelines in the Safety and Hazards Element of the City's 2030 General Plan provide guidance on siting of uses within high noise areas. Future users of the bicycle and pedestrian facilities could be affected by noise generated by vehicular traffic, the airport, and the UPRR. However, future users' potential exposure to elevated noise levels within high noise corridors would be very short-term (e.g., 5 to 15 minutes). Because of the short-term exposure of recreational users to high noise levels, impacts will be less than significant, and mitigation is not required. The project area is adjacent to US Hwy 101 and the UPRR and future users could be exposed to very short-term groundborne vibration. However, due to the very short-term nature of this exposure, no significant impact is anticipated or mitigation is required.

Mitigation: Not required.

L. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infra-structure)? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☐
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☐
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☐

1-3_ Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. The project would not displace existing residents, induce growth by providing permanent jobs, nor develop housing.

Mitigation: Not required.

M. PUBLIC SERVICES*

Would the project result in substantial adverse physical impacts to the following:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Fire protection? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☐
2. Police protection? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☐
3. Schools? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☐
4. Parks? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☐
5. Other public facilities? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☐

* *Include potential effects associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.*

1-5 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. Due to the nature of the proposed project as a enhanced range of facilities for existing residents, no new public services would be required. The City of Oxnard would provide maintenance for the various facilities. Fire protection and emergency medical services would be provided by the Oxnard Fire Department, which has 7 fire stations and a staff of approximately 90.

The Oxnard Police Department provides police protection for the City. Most of the proposed facilities are in high visible areas along existing city streets. Proposed trails areas along the Santa Clara River levee l and along the UPRR ROW could create at least perceived safety concern as these areas lack visibility from public streets.

The proposed project provides no new housing and is not anticipated to result in any increase in demands for schools or other public services. The project would represent a beneficial mobility and recreational impact by providing residents alterative travel opportunities. Although the proposed project would incrementally increase demand for public services and maintenance, the proposed project is not expected to represent a significant increase in demand for such service.

Mitigation: Not required.

N. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (*2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services*)	☐	☐	☐	☐

N. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (*2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services*)	☐	☐	☐	☐

1-2 Discussion: The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. According to the City of Oxnard's 2030 General Plan Background Report, there are approximately 881.7 acres of parks and special purpose facilities maintained by the City of Oxnard. The project purposely proposes facilities near recreational facilities (schools, parks, the River Ridge Golf Course), attractors (commercial and other city destinations) and densely populated areas. The connectivity of the residents to the city destinations and recreational facilities may increase the use of parks. Overall benefits to recreation are anticipated to be beneficial.

Mitigation: Not required.

O. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☐	☐	☐
2. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☐	☐	☐
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 – Transportation/Circulation*)	☐	☐	☐	☐
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/ Circulation*)	☐	☐	☐	☐
5. Result in inadequate emergency access? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☐	☐	☐
6. Result in inadequate parking capacity? (*Zone Ordinance - Parking Regulations and Parking Lot Design Standards*)	☐	☐	☐	☐
7. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (*Bicycle Facilities Master Plan*)	☐	☐	☐	☐

Discussion:

1-3, 6) The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. The proposed project is not anticipated to generate noticeable increases in traffic or changes in existing traffic patterns. Parking areas are not proposed as part of the project, nor are parking lanes anticipated to be removed for facilities unless adequate alternative parking exists. Facilities are anticipated to serve primarily local users and residents who would ride or walk from their homes or place of business. However, Class I facilities may experience a slight increase in traffic as families well removed from the proposed trails seek to park along streets near these gateways to access the proposed trails. Such increases in traffic are anticipated to be insignificant.

4) The Design Guidelines (Appendix A) of the Master Plan provide basic information about the design of network

infrastructure, such as bicycle lane dimensions, striping requirements, sidewalk zones, curb ramps, and recommended signage and pavement markings. To establish these standards Oxnard consulted the minimum standards outlined by the California Highway Design Manual's Chapter 1000 (Chapter 1000) and California Manual on Uniform Traffic Control Devices (CAMUTCD), recommended standards prescribed by the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities, the national Manual on Uniform Traffic Control Devices (MUTCD), and the Institute of Transportation Engineers Manual of Traffic Signal Design. Standards in this document are all intended to meet, if not exceed, standards in Chapter 1000, CAMUTCD, AASHTO guidelines, MUTCD, and Institute of Transportation and Engineering Manual of Traffic Signal Design. If standards that are not covered in the Bicycle and Pedestrian Facilities Master Plan are covered by these other regulatory manuals, the City will at least meet the minimum standards of the regulatory manual.

5) Emergency access would be available along all pedestrain and bicylce facilities. Some Class I facilites may have gates that would have standard emergency keys or locks approved by local Police, Fire, and other agencies needing access.

7) The project would be consistent with the adopted Santa Clara River Enhancement and Management Plan as well as the City's 2020 and Draft 2030 General Plan (Goal ICS-8 and policies ICS-8.1 to 8.15). Development of the plan components will ensure enhanced mobility and recreational opportunities for City residents.

Mitigation: Not required.

P. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☐
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☐
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☐
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☐

P. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☐
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☐
7. Comply with federal, state, and local statutes and regulations related to solid waste? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☐

Discussion:

1, 2 & 5) The Master Plan identifies roadway segments where striping would create bicycle lanes, and sites for future bicycle paths and trails and pedestrian facilities. The proposed project contains no restrooms and is not anticipated to create demand for sewer services. 3) The proposed project does not include drainage improvements.

4) Proposed long-term water use associated with limited landscaping adajcent to Class I facilities is possible and projected to be less than ½ acre foot per year as to serve any limited trail gateway or access point landscaping. Such water demand would not exceed established thresholds and is well within the capacity of local purveyors to provide.

6) The proposed project is not anticipated to generate large volumes of solid waste. Trash and recycling cans may be placed along high pedestrian corridors and along class I facilities; however, given low to moderate projected use of the facilities the amount of waste generated is anticipated to be insignificant.

7) The proposed project would generate small amounts of solid waste and would be in compliance with local, state and federal regulations regarding this matter.

Mitigation: Not required.

Q. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Does the project have the potential to 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, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☐
2. Does the project have impacts that are individually limited, but cumulatively considerable *("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)*?	☐	☐	☐	☐
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☐

No new significant adverse effects are expected to result from the proposed project.

ADDITIONAL REFERENCES

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27. City of Oxnard, *FEIR 94-1 for the Oxnard Factory Outlet, Phase III.*
28. City of Oxnard, *FEIR 95-2 for the Shopping Center at Lockwood and Rose Avenue.*
29. City of Oxnard, *FEIR 95-3 for the Redevelopment Project.*
30. City of Oxnard, *FEIR 96-1 for the Northshore Project at Harbor Boulevard and Fifth Street.*
31. City of Oxnard, *FEIR 96-2 for the Northwest Specific Plan.*
32. City of Oxnard, *FEIR 97-1 for the Ormond Beach Specific Plan.*
33. City of Oxnard, *FEIR 98-1 (Supplemental) for the Northeast Specific Plan.*
34. City of Oxnard, *FEIR 98-2 (Supplemental) for the Westport at Mandalay Bay Project (Tract 5196).*

Specific Plans

35. City of Oxnard, *Northfield and Seagate Specific Plan*, July 3, 1984.
36. City of Oxnard, *Mandalay Bay Specific Plan*, January 9, 1985.
37. City of Oxnard, *Oxnard Town Center Specific Plan*, October 1, 1986.
38. City of Oxnard, *Rose-Santa Clara Corridor Specific Plan*, July 15, 1986.
39. City of Oxnard, *McInnes Ranch Business Park Specific Plan*, December 20, 1988.
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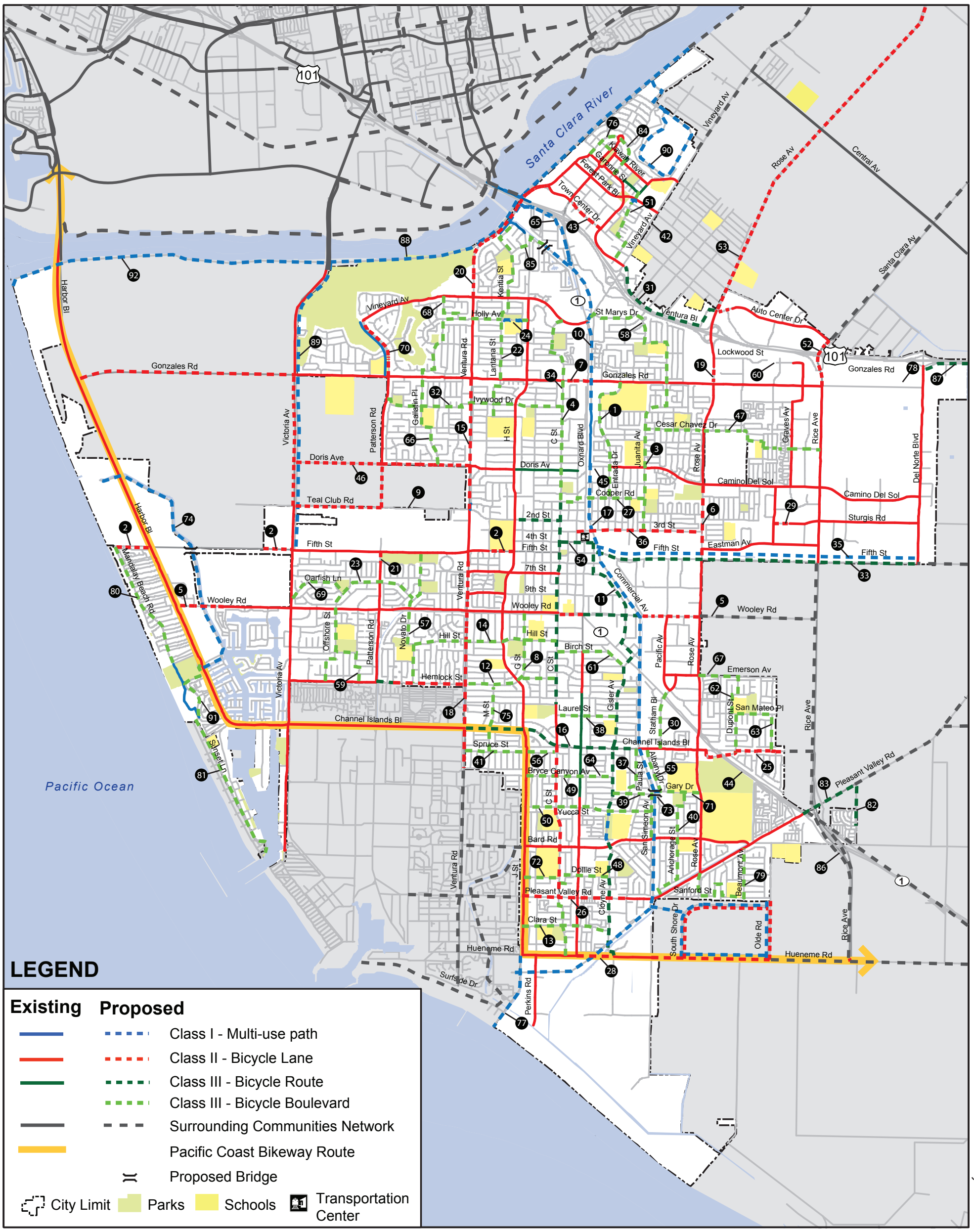

Oxnard Existing and Proposed Bicycle Facilities

Oxnard, CA
Bicycle & Pedestrian Master Plan
Source: City of Oxnard
Date: November 2011

0 0.5 1 2 Miles

alta PLANNING + DESIGN

Attachment C

Table 5-1 Multi-Use Paths

Full Name	From	To	Class	Mileage
5th Street	Harbor Blvd	Victoria Ave	I	1.2
5th Street	Oxnard Blvd	Del Norte Blvd	I	2.7
Detroit Dr Connection	Detroit Dr	Forest Park Blvd	I	0.1
Edison Canal*	West of Harbor Blvd (at North City Limit)	Harbor Blvd via Eastbourne Bay	I	4.1
Holly Ave	Rhonda St.	N. H St.	I	0.2
J Street Drain Path	Hueneme Rd	South City Limits	I	0.6
N. Ventura Rd-Wagon Wheel Rd	Existing Class I (on N. Ventura Rd)	Oxnard Blvd at Esplanade Dr	I	1.1
River Park Loops	Santa Clara River Trail	Santa Clara River Trail	I	2.2
I-C1 (UPRR/Oxnard Blvd)	Camino Del Sol	Perkins Rd/J Street Canal	I	5.3
I-C2 (UPRR/Oxnard Blvd)	Village Development	Martin Luther King Jr Dr	I	1.5
Santa Clara River Trail East	Victoria Ave	Central Ave	I	4.0
Santa Clara River Trail West*	Harbor Blvd/Pacific Ocean	Victoria Ave	I	2.3
South Shore Extension**	Rail With Trail – South	Rail with Trail – South (loop via South Shore Dr and Olde Rd)	I	2.7
Victoria Ave*	Santa Clara River	5th Street	I	2.5
			TOTAL	**30.5**

**Includes facility outside of City limits*

***Provided the South Shore Specific Plan is adopted by City Council.*

Table 5-1: Proposed Bicycle Lanes

Full Name	From	To	Class	Mileage
2nd St	Ventura Rd	H St	II	0.4
3rd St	A St	Rose Ave	II	1.1
5th St	K St	H St	II	0.2
5th St	Mandalay Beach Rd.	Harbor Blvd	II	0.3
5th St	Victoria Ave	West to City Limit (ab. 1300' west of Victoria Ave)	II	0.3
Auto Center Dr	Rose Ave	Ventura Blvd	II	0.1
C Street	Channel Islands Blvd	Pleasant Valley Rd	II	1.3
Camino Del Sol	Existing Bike Lanes (east of Oxnard Blvd)	Oxnard Blvd	II	0.2
Doris Ave	Victoria Ave	Ventura Rd	II	1.5
Gonzales Rd (east)	N. C St	Oxnard Blvd	II	0.2
Gonzalez Rd*	Victoria Ave	Harbor Bl	II	1.2
Gonzales-Rd (Sakioka Extension -Street A-Street B-Street C)**	Rice Ave	Del Norte Blvd	II	2.7
Hemlock St	Elsinore Ave	Ventura Rd	II	0.6
Hueneme Rd – Surfside Dr*	J St	Hueneme Rd	II	1.9
Hueneme Rd*	Existing Bike Lanes (east of Southshore Dr)	Olde Rd	II	1
Hueneme Rd	Existing Bike Lanes (east)	Existing Bike Lanes (east of Arcturus Ave)	II	0.3
Lockwood St	Existing Bike Lanes (east of Rose)	Rose Ave	II	0.8
Olde Rd*	Hueneme Rd	Sanford St	II	0.5
Oxnard Blvd	Train tracks (north)	Pleasant Valley Rd	II	1.9
Oxnard Blvd Access-E. Channel Islands Blvd*	E. Channel Island Blvd	Rice Ave	II	1
Patterson Rd	5th St	Dunkirk Dr	II	0.1
Patterson Rd*	Doris Ave	Teal Club Rd	II	0.4
Patterson Rd	W. Vineyard Ave	Gonzales Rd	II	0.6
Pleasant Valley Rd	J St.	Squires Dr	II	0.9
Rice Ave	Auto Center Dr	Gonzales Rd	II	0.4
Rice Ave*	5th St	Hueneme Rd	II	3.5
Rose Ave	Camino Del Sol	E 5th St.	II	0.6
Rose Ave	Bike lanes on Rose Ave (end of)	Gonzales Rd	II	0.2
Rose Ave*	Auto Center Dr	Los Angeles Ave	II	3.3
Southshore Dr Loop*	Hueneme Rd	Olde Rd	II	1.1
Sturgis Rd	Lombard St	650 ft. West of Candelaria Rd	II	0.1
Teal Club Rd	Victoria Ave	Ventura Rd	II	1.5
Town Center Dr	[illegible]	[illegible]	II	0.4
Ventura Rd	[illegible]	[illegible]	II	1.0
Ventura Rd.	Gonzales Rd	Teal Club Rd/2nd Street	II	1.1
Ventura Rd	5th St	Teakwood St	II	1.9
Victoria Ave*	Gonzalez Rd	Teal Club Rd	II	1.1
Vineyard Ave	City Limits north	Oxnard Blvd	II	1.8

Table 5-2 Proposed Bicycle Lanes Continued

Full Name	From	To	Class	Mileage
Wooley Rd	C St	Saviers Rd	II	0.2
Wooley Rd*	Richmond Ave	Rice Ave	II	1.5
Wooley Rd	Existing Bike Lanes east	Harbor Blvd	II	0.4
			TOTAL	**39.6**

**Includes facility outside of City limits*

***Pending approval of the Sakioka Farms Specific Plan*

Table 5 Error! No text of specified style in document.**-2: Proposed Bicycle Routes**

Full Name	From	To	Class	Mileage
2nd St	H St	C St	III	0.4
5th St	Meta St	Del Norte Blvd	III	2.9
4th St	Meta St	C Street	III	0.3
Arcturus Ave-Cypress Rd-Cloyne St (through Johnson Creek Park)-Gisler Ave- Date St-Pine St-Commercial Ave-Meta St	Hueneme Rd	4th St	III	3.9
C St	Magnolia	Kamala St	III	1.8
Camino Ave	Del Norte Blvd	City Limits (east)	III	0.4
Channel Islands Blvd	Ventura Rd	Existing Bike Lanes (east of Paula St)	III	1.5
Dodge Road*	Pleasant Valley Rd	Rainbow Dr	III	0.4
Hemlock St	Patterson Ave	Elsinore Ave	III	0.1
Pleasant Valley Rd*	Oxnard Blvd	Dodge Rd	III	0.5
Ventura Blvd	E Vineyard	N. Rose Ave	III	1.2
Wooley Rd	Saviers Rd	Richmond Ave	III	0.5
			TOTAL	**13.9**

Table5-3: Proposed Bicycle Boulevards

Full Name	From	To	Class	Mileage
Albany Dr	E. Channel Island Blvd	Gary Pl	III	0.4
Birch St-California St	C St	Date St.	III	0.6
Boston Dr-Jason Pl-Anchorage St-Berkshire St-Terrace Ave	Gary Dr.	Pleasant Valley Rd.	III	1.0
Bryce Canyon Ave	J St.	Saviers Rd	III	0.5
Bryce Canyon Ave-Thomas Ave	Saviers Rd	Cloyne St.	III	0.3
C Street	Gonzales Rd	Magnolia Ave	III	1.0
C Street	Pleasant Valley Rd	Hueneme Rd	III	0.5
Cesar Chavez Dr.-Gilbralter St -Milagro Pl-Kohala St-Latigo Ave	Juanita Ave	N. Rice Ave	III	1.6
Clara St.	J St.	Cypress Rd.	III	0.8
Colonia Ave-Sycamore St-Detroit Dr (through parkway/Class I) - Thames River Rd	RiverPark Blvd	Indus Pl	III	0.7
Dupont St-Ives Pl-Carnegie Ct-San Mateo Pl-Dupont St	Emerson Ave	Oxnard Blvd Access/Channel Islands Blvd	III	0.7
Edelweiss Ave-through Orchard Park- Ilex Dr-Carnation-Fauna Dr-C St.	W. Vineyard Ave	Gonzales Rd	III	0.7
Emerson Ave	Rose Ave	Dupont St	III	0.3
Entrada Dr-Garfield Ave	E. Gonzales Rd	Cooper Rd	III	1.2
Falkirk Ave (via S Harbor Service Bl) - Mandalay Beach Rd	Harbor Blvd/Eastbourne Bay	Sunset Lane	III	0.7
G St/Hemlock St	W. Wooley Rd	Ventura Rd	III	1.0
Gary Dr	Albany Dr	N. Rose Ave	III	0.4
Guava Street	G St	C St	III	0.3
Harbor Blvd	Sunset Ln	Ocean Dr	III	0.2
Hill St	Novato Dr	C St	III	1.4
Holly Ave	Ironbark Dr.	N. H St.	III	0.1
Holly Ave.	Rhonda St.	Lantana St.	III	0.5
Keel Ave-Kelp St-Jacktar Ave-Jetty St	Offshore St.	W. Hemlock St	III	0.5
La Canada Ave - Sam Simeon Ave	Cloyne St.	Bard Rd.	III	0.7
Laurel St	C St	Gisler Ave	III	0.5
M St.	Hemlock St	Spruce St.	III	0.6
Magnolia Ave-A St-Cooper Rd	N. C St.	S. Juanita Ave.	III	0.8
Mandalay Beach Rd	W. 5th St.	Beach Way	III	1.2
Moss Landing Blvd	Garonne St	Oxnard Blvd	III	0.3
N. Vineyard Ave-St Marys Dr-Princeton Ave-Rio Lindo St	W Vineyard Ave	Snow Ave	III	0.9
Novato Dr-Hill St-McLoughlin Ave	Kite Dr	Hemlock St	III	1.1
Oarfish Ln (via Peir Walk & Pilot Way)	Victoria Ave	OffShore St	III	0.6
Oarfish Ln-Stern Ln	Offshore St	Novato	III	0.6
Offshore St- Ketch Av- Capstan Dr.	Oarfish Ln	Hemlock St	III	1.0
Outlet Center Dr	Lock	Gonzales Rd	III	0.2

Table 5-4: Proposed Bicycle Boulevards Continued

Full Name	From	To	Class	Mileage
	wood St			
Paula St-Tamarac St-Fournier St	Channel Islands Blvd	La Canada Ave	III	0.4
Rhonda St-Bevra Ave-Spyglass Trail East-Gallatin Pl-Oneida Pl-Coronado Pl	Holly Ave	Doris Ave	III	1.5
River Ridge Rd-Kapalua Dr-Princeville Ln	W. Vineyard Ave	Holly Ave	III	0.3
Rosa St – B St- Dollie St.	C St.	Cloyne St.	III	0.5
Rose Ave-Sanford St-Peoria Av -Tulsa Dr-Sanford St-Beaumont Ave	Pleasant Valley Rd.	Pleasant Valley Rd.	III	1.2
San Mateo Pl-El Dorado Ave	Carnegie St	E. Channel Island Blvd	III	0.6
Snow Ave-Torero Dr-Limonero Pl-Martin Luther King Jr Dr-Juanita	Rio Lindo St.	E. 3rd St.	III	1.8
Spruce St.(east)	J St.	S. C St.	III	0.3
Spruce St.(west)	N. Ventura Rd.	J St.	III	0.5
Statham Blvd	Pacific Ave	Channel Islands Blvd	III	0.5
Sunset Ln	Mandalay Beach Rd.	Harbor Blvd	III	1.0
Talus St-Ebony Dr-Cabrillo Way-Gina Dr-Ivywood Dr	N. Patterson Rd.	N. C St	III	1.6
Upper Bay Dr-Huneysuckle Dr-H St-Violet Way	Kentia St	Grapevine Dr	III	0.3
Van Ness Ave	J St.	C St	III	0.3
Ventura Rd-Kiawah River Dr	Garonne St	Oxnard Blvd	III	0.4
Yearling Pl-Kentia St-Indigo Pl-Lantana St-Lodgewood Way-Lakehurst	Honeysuckle Dr	Glenwood Dr	III	1.9
Yucca St	San Simeon Ave	J St	III	1.1
			TOTAL	**38.1**

Attachment D

Oxnard Proposed Pedestrian Improvement Areas

Oxnard, CA
Bicycle & Pedestrian Master Plan
Source: City of Oxnard
Author: EMD/JH
Date: 3/14/11

0 0.5 1 2 Miles

Map 5-2: Oxnard Proposed Pedestrian Improvement Areas

Attachment E

Table 5-5: List of Proposed Pedestrian Facilities

Corridors			
Full Name	**From**	**To**	**Mileage**
Cooper Rd	Hayes Ave	Juanita Ave	0.33
Oxnard Blvd	South of Vineyard	Oxnard Service Rd.	0.07
Oxnard Blvd	Gonzales Rd	A St	0.40
Oxnard Blvd	Orchard Pl	101 Overpass	0.65
Rose Ave	Oxnard Blvd	Ives Blvd	0.24
Saviers Rd	Bard Rd	Yucca	0.34
Saviers Rd	Bard Rd	Pleasant Valley Rd	0.4
Saviers Rd	Elm Street	4th Street	1.1
Ventura Blvd	Vineyard Ave	Rose Ave	1.0
Victoria Ave	Gonzalez Rd	5th St	0.9
		TOTAL	**5.43**

Intersections		
Street 1	**Street 2**	**Street 3**
A St	Deodar	
A St	Roderick	
Channel Islands Blvd	Merced	El Dorado
Channel Islands Blvd	Olds	
Juanita Ave	1st St	
Oxnard Blvd	Channel Islands Blvd	Rose Ave
Saviers Rd	Hill (north)	
Saviers Rd	Clara	

Pedestrian Bridges
Gary Pl Bridge
5th St Bridge over Channel*
South Bank Neighborhood over railroad to Proposed Village Transit Center.
** Widening 5th Street to accommodate travel lanes, sidewalks, and a bike lanes is an alternative to a pedestrian bridge*

RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division
Kimberly L. Prillhart
Director

October 21, 2011

City of Oxnard
Planning Division
Attn.: Ashley Golden
214 South C Street
Oxnard, CA 93036

E-mail: Ashley.Golden@ci.oxnard.ca.us

Subject: Comments on the NOI to Adopt ND 11-02 for the City of Oxnard Bicycle and Pedestrian Facilities Master Plan

Dear Ms. Golden:

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
Planning Programs Section

Attachment

County RMA Reference Number 11-027

800 South Victoria Avenue, L# 1740, Ventura, CA 93009 (805) 654-2481 Fax (805) 654-2509

Printed on Recycled Paper

VENTURA COUNTY WATERSHED PROTECTION DISTRICT
PLANNING AND REGULATORY DIVISION
800 South Victoria Avenue, Ventura, California 93009
Tom Wolfington, Permit Manager – (805) 654-2061

MEMORANDUM

DATE: October 21, 2011

TO: Laura Hocking, RMA/Planning Technician

FROM: Tom Wolfington, P.E. – Permit Manager TW

SUBJECT: RMA 11-027 –Notice of Intent to adopt Negative Declaration
City of Oxnard Bicycle and Pedestrian Facilities Master Plan
Various Red Line Channels, Zone 2

Pursuant to your request, this office has reviewed the subject Notice of Intent to adopt Negative Declaration and the Initial Study.

PROJECT LOCATION

The subject project is located within various properties and rights-of-way throughout the City of Oxnard.

PROJECT DESCRIPTION

The Master Plan is a description of policies, goals, and objectives for developing a safe, convenient, and effective city-wide system that promotes bicycling and walking as safe and viable transportation and recreation opportunities.

WATERSHED PROTECTION DISTRICT PROJECT COMMENTS:

To the extent that bicycle and pedestrian trails and associated facilities, especially Class I installations, affect District jurisdictional red line channels, such construction shall be subject to requirements to obtain a District Encroachment or Watercourse Permit. The District should be listed as one of the permitting agencies in the appropriate sections of the environmental documents. In some cases, such as trails along the Santa Clara River, an agreement for use in addition to permit requirements would be appropriate.

END OF TEXT

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Laura Hocking/Dawnyelle Addison, Planning DATE: October 11, 2011

FROM: Alicia Stratton

SUBJECT: Request for Review of Negative Declaration for the Community Plan No. 09-700-1, City of Oxnard Bicycle and Pedestrian Facilities Master Plan (Reference No. 11-027)

Air Pollution Control District staff has reviewed the subject negative declaration, which is a Master Plan that describes policies, goals, and objectives for developing a safe, convenient and effective citywide system that promotes bicycling and walking as safe and viable transportation and recreation opportunities. The project location is throughout the City of Oxnard.

Section B of the negative declaration addresses air quality issues. This discussion indicates that the project would minimize traffic congestion and have air quality benefits. We concur with this finding and have no further comments on the project.

If you have any questions, please call me at (805) 645-1426.

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

DATE: October 18, 2011

TO: RMA – Planning Division
Attention: Laura Hocking

FROM: Behnam Emami, Engineering Manager II Bem

SUBJECT: **REVIEW OF DOCUMENT 11-027** Notice of Intent (NOI) to Adopt a Negative Declaration (ND)
City of Oxnard Bicycle and Pedestrian Facilities Master Plan – ND #11-02
Policies, goals, and objectives for developing a safe, convenient, and effective city-wide system that promotes bicycling and walking as safe and viable transportation and recreation opportunities.
Lead Agency: **City of Oxnard**

Pursuant to your request, the Public Works Agency - Transportation Department has reviewed the draft ND for Community Plan No. 09-700-1 Oxnard Bicycle and Pedestrian Facilities Master Plan – ND #11-02 (Plan).

This "project" is a master plan for future bicycling and walking facilities. The Plan includes goals, objectives, analysis of existing conditions, needs assessment, recommended improvements, project priorities, discussion of funding, and discussion of maintenance after improvements are constructed. The appendices include design guidelines, air pollution reduction estimates, project safety review, and detailed cost estimates. The City of Oxnard recognizes that walking and bicycling enhances the quality of life for its residents and visitors, both directly and indirectly. The Plan provides a framework to integrate bicycling and walking with other modes of transportation.

We offer the following comments:

1. We generally concur with the goals and objectives of the Oxnard Bicycle and Pedestrian Facilities Master Plan for those areas under the purview of the Transportation Department. There are no adverse project-specific or cumulative traffic impacts in the Plan.

2. The Plan should incorporate the Transportation Vision adopted by the Board of Supervisors on January 24, 2006, in particular, the Bicycle Vision, which includes the following:

   - Establish a system of bicycle lanes/trails linking all county cities
   - Establish bicycle trail connections to CSUCI

- Establish adequate bicycle lanes on well-used bicycle routes
- Provide adequate bicycle-carrying capacity on public transit vehicles
- Encourage provision of adequate bicycle racks and lockers

3. The Transportation Department would support projects in the unincorporated areas of the County that fill in gaps in the regional bicycle network. In February 2011, the Transportation Department applied for Bicycle Transportation Account (BTA) funding for the design and construction of bicycle facilities on Las Posas Road in the Oxnard Plain.

4. According to the Plan, facilities outside the City of Oxnard city limits include:

   - Dodge Road – Pleasant Valley Road to Rainbow Drive
   - Edison Canal – West of Harbor Blvd. (North City Limit) to Harbor Blvd. via Eastbourne Bay
   - Gonzales Road (East)** – North "C" Street to Oxnard Blvd.
   - Pleasant Valley Road** – Oxnard Blvd. to Dodge Road
   - Rice Avenue** – Fifth Street to Hueneme Road
   - Santa Clara River Trail West – Harbor Blvd./Pacific Ocean to Victoria Avenue
   - Victoria Avenue** – Santa Clara River to Fifth Street
   - Wooley Road** – Harbor Blvd. to Rice Avenue

5. In your Plan, please consider how your proposed pedestrian and bicycle facilities on Gonzales Road, Pleasant Valley Road, Rice Avenue, Victoria Avenue, Wooley Road, and along the Santa Clara River (double astericks "**" in #4) would link to existing and proposed pedestrian and bicycle facilities in the county unincorporated areas outside the City of Oxnard. Also, please include proposed projects on the following roads which are also of interest to the Transportation Department: Fifth Street; Las Posas Road; and Hueneme Road. Proposed projects on these roads are included in the county's Bicycle Master Plan (BMP) approved in October 2007.

6. In your Plan, please consider how your proposed pedestrian and bicycle facilities in north Oxnard would link to pedestrian and bicycle facilities in the county unincorporated areas of El Rio, Del Norte, and Nyeland Acres, with special emphasis on Vineyard Avenue (SR 232), Rose Avenue, and Santa Clara Avenue.

7. The Transportation Department would want to be notified of the planning and design of regionally significant pedestrian and bicycle facilities. Please send us future pedestrian and bicycle plans or designs for the construction of new facilities for our review and comment.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2087 if you have questions.

F:\transpor\LanDev\Non_County\11-027.doc

ATTACHMENT B

City of Oxnard Bicycle & Pedestrian Facilities Master Plan
(Provided under separate cover planning.cityofoxnard.org)

ATTACHMENT C

RESOLUTION NO. 2011-[09-700-1]

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT CITY COUNCIL APPROVE THE CITY OF OXNARD BICYCLE AND PEDESTRIAN FACILITIES MASTER PLAN. FILED BY CITY OF OXNARD PLANNING DIVISION, 214 SOUTH C STREET, OXNARD, CA 93030.

WHEREAS, the City's Bicycle Facilities Master Plan adopted in 2002 has served the City in identifying improvements for bicyclists traveling within the City; and

WHEREAS, many of the recommendations of the 2002 Bicycle Facilities Master Plan have been implemented, and

WHEREAS, it is time to update the City's plans to include facilities for pedestrians and bicyclists so as to encourage more people to enjoy the benefits of walking and bicycling both to work and as a healthy and safe form of recreation for individuals and families; and

WHEREAS, the Planning Commission of the City of Oxnard hosted a public workshop on the new Bicycle and Pedestrian Facilities Master Plan on August 6, 2009; and

WHEREAS, the Planning Commission of the City of Oxnard has considered the new Bicycle and Pedestrian Facilities Master Plan; and

WHEREAS, in accordance with the State California Environmental Quality Act, the Planning Division Manager provided public notice of the intent of the City to adopt a negative declaration for this project, and the Planning Commission has considered the proposed negative declaration before making its recommendation herein; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the following circumstances exist:

A. That the proposed Master Plan is in conformance with the *2030 General Plan* and other adopted standards of the City of Oxnard.
B. That the proposed Master Plan will not adversely affect or be materially detrimental to the public health, safety or general welfare.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby recommends to the City Council the adoption of a negative declaration and the approval of the new Bicycle and Pedestrian Facilities Master Plan.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 1st day of December, 2011, by the following vote:

AYES: Commissioners

NOES: Commissioners

ABSENT: Commissioners

Patrick Mullin, Chairman

ATTEST: _____
Susan L. Martin, Secretary