



Meeting Date: 2/07/12

| ACTION | TYPE OF ITEM |
|--|--|
| <input type="checkbox"/> Approved Recommendation | <input type="checkbox"/> Info/Consent |
| <input type="checkbox"/> Ord. No(s). _____ | <input checked="" type="checkbox"/> Report |
| <input type="checkbox"/> Res. No(s). _____ | <input type="checkbox"/> Public Hearing (Info/consent) |
| <input type="checkbox"/> Other _____ | <input type="checkbox"/> Other _____ |

Prepared By: Ashley Golden, Principal Planner *AG*

Agenda Item No. **0-2**

Reviewed By: City Manager *JOB* City Attorney *SMF* Finance *AL* Other (Specify) _____

DATE: January 30, 2012

TO: City Council

FROM: Susan L. Martin, AICP, Planning Manager *SM*
Development Services, Planning Division

SUBJECT: Adoption of the Santa Clara River Trail Master Plan (PZ 09-700-02), Adoption of Mitigated Negative Declaration No. 11-03, and Authorization to commence negotiations with the County of Ventura (Watershed Protection District) and the Ventura Regional Sanitation District for Joint Use Agreements. Filed by City of Oxnard.

RECOMMENDATION

That the City Council:

1. Adopt a resolution adopting the City of Oxnard Santa Clara River Trail Master Plan and Mitigated Negative Declaration No. 11-03.
2. Authorize staff to commence negotiations with the County of Ventura (Watershed Protection District) and the Ventura Regional Sanitation District for Joint Use Agreements (JUAs) for use of certain flood control areas and land within their jurisdictions/ownership for bicycle and pedestrian facilities in accordance with the Master Plan.

DISCUSSION

In 1991, the Ventura County Watershed Protection District (VCWPD) and the California State Coastal Conservancy (SCC) initiated a management plan for the Santa Clara River and its resources (Santa Clara River Enhancement & Management Plan (SREMP)). In excess of \$1 million in funding and in-kind services was spent developing the SREMP. One of the recommendations of the SREMP was for the enhancement of recreational, education, and public access opportunities.

In 2000, the SCC proposed the establishment of the Santa Clara River Parkway. The Santa Clara River Parkway Project focuses on habitat, flood protection, and facilitation of public access via a trail along the length of the Santa Clara River.

The 2020 General Plan (Page VI-17 & Figure VI-4), many policies of the 2030 General Plan, the 2002 Bicycle and Pedestrian Facilities Master Plan (BPFMP) and pending 2012 Bicycle and Pedestrian Facilities Master Plan identify the Santa Clara River Trail (SCRT) in this location.

City Council appropriated funding in 2008 for the Santa Clara River Trail Master Plan (Master Plan). The City entered into a contract with Alta Planning + Design (consultants) in April 2009. A 17 person SCRT Stakeholder Committee and 12 Person SCRT Technical Advisory Committee provided input and guidance to the City and the consultants during the master plan process. The Planning Division held a public workshop on June 14, 2010 to present the proposed alignment and opportunities and constraints of the trail. The Planning Commission recommended adoption of the Master Plan and mitigated negative declaration on December 1, 2011.

The overall plan objective is to develop a prototypical Class I trail design for county-wide implementation (Harbor Blvd to Highway 101 and a connection from the Santa Clara Valley Heritage Trail between Ventura and Santa Clarita). This master plan evaluates a 4.87 mile Class I multi-use trail along the southern bank of the Santa Clara River (SCR) and a connection trail from the SCR at Victoria Ave to Gonzales Road. The flood control levee built along the SCR provides a unique opportunity to connect the communities, recreational areas, and commercial uses in North Oxnard via a bicycle and pedestrian path. A trail along the levee also provides public access to one of the region's most eminent environmental resources without causing undue disturbance to the natural habitat found in the riverbed.

The trail component in the City of Oxnard extends from Victoria Avenue to Central Avenue. The Master Plan also includes a Class I connection on the east side of Victoria Avenue from the SCR to Gonzales Road. The proposed 4.87 mile trail is divided into four (4) segments:

- **Segment 1:** The western segment of the project site extends approximately 1.5 miles east from N. Victoria Avenue to approximately 2,000 feet west of Highway 101 at a flood control access gate off of N. Ventura Road.
- **Segment 2:** The middle segment extends from the flood control access gate at the junction of Southbank Road with N. Ventura Road to the east side of Highway 101.
- **Segment 3:** The eastern segment extends east of Highway 101 for almost 2 miles to Central Avenue.
- **Segment 4:** The southern segment parallels N. Victoria Avenue from the levee south to W. Gonzales Road

In general the proposed design for the trail includes a 12'-wide concrete surface with 2' graded earth shoulders. Other trail amenities are proposed such as lighting, benches, trash receptacles, drinking fountains, bicycle parking, and signs. Where appropriate gateways with entry features are proposed at 3 locations, and 9 trail access or wayfinding signage locations are proposed. The Master Plan includes a review of existing settings and conditions, an analysis of gaps and geographic impediments, public outreach, the entitlement process, design guidelines, benefit cost analysis, a phasing plan, and funding sources

Environmental Review

Adoption of the Master Plan is a project subject to review in accordance with the State California Environmental Quality Act (CEQA). An initial study was prepared to analyze potentially significant

adverse environmental effects of the proposed project. Six areas of concern were identified as potentially being affected:

- Aesthetics
- Air Quality
- Biological Resources
- Hydrology/Water Quality
- Public Services
- Transportation/Traffic

Standard mitigation measures apply to all the areas identified as potentially affected. However, special mitigation measures and discussion focused on the potential impacts on biological resources including the least Bell's vireo (*Vireo bellii pusillus*), California endangered western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), and special status species such as the silvery legless lizard (*Anniella pulchra* Gray), Townsend's big-eared bat (*Corynorhinus townsendii*), and coast horned lizard (*Phrynosoma coronatum*) which are also known to occur in the vicinity. Biological mitigation measures including surveys and construction outside of nesting times are included to protect the Least Bell's Vireo, southeastern willow flycatcher, western yellow-billed cuckoo, and Burrowing owl. In addition the project must replant native riparian habitat to compensate for any losses of wetlands (if any) and sensitive riparian habitat (e.g., southern riparian or mulefat scrub) and the City shall enhance, restore, or preserve certain areas of similar habitat within the Santa Clara River to ensure that no net loss of these communities occurs. The Department of Fish and Game supported the proposed mitigation measures.

The public review and comment period for Mitigated Negative Declaration (MND) closed on October 25, 2011. Five comments were received on the MND. Based on the comments received additional mitigation was added to measures D-1 & D-3, the determination of no impact to potential water run off in section I (Hydrology and Water) was clarified, and additional discussion was added in section O (Transportation/Traffic) to clarify the traffic distribution resulting from the trail. Because the changes resulted in equal or more effective mitigation measures, project revisions did not create new avoidable effects, and information was added to merely clarify the project, re-circulation of the MND was not necessary (State CEQA Guidelines Section 15073.5). As such, no significant adverse affects are expected to result from the proposed development as mitigated, and staff recommends that the City Council adopt MND 11-03 (see Attachment 3).

Joint Use Agreements (JUAs)

The subject trail is within the City of Oxnard and the County of Ventura. Much of the Santa Clara River falls within the jurisdiction of the Ventura County Watershed Protection District (VCWPD), which operates and maintains the levee and flood control maintenance. The Ventura Regional Sanitation District also owns a portion of the land within the proposed alignment. As such, staff is seeking authorization to proceed with negotiating JUAs with the above agency focusing on the roles and responsibilities of each party with respect to funding, staffing, operation and management of the trail. Once negotiated, the JUA's would be brought to the City Council for review and approval.

Moving forward with a JUA would implement 1991 Santa Clara River Enhancement & Management Plan (SCREMP). The SCREMP specifically encouraged the City of Oxnard to develop Joint Agreements with VCWPD to allow joint use of flood control maintenance roads with hiking and biking opportunities on existing flood control levees (Riverwide Program 3 of the SCREMP).

FINANCIAL IMPACT

The total estimated cost for the preferred alignment of the Santa Clara River Trail is just over \$7.1 million in 2011 dollars. The total estimated annual maintenance for the Santa Clara River Trail is approximately \$36,500, based on the estimated length of just under 5 miles.

At this time there is no money budgeted for the construction of the project. No action to construct the proposed facilities is being recommended at this time. Staff intends to pursue grant opportunities to fund all or a part of the SCRT project.

Attachments:

1. Planning Commission Staff Report (without attachments)
2. Planning Commission Resolution
3. Mitigated Negative Declaration #11-03, with Comments
4. Santa Clara River Trail Master Plan & Appendices
5. City Council Resolution

Note: Attachments 3 & 4 have been provided to the City Council. Copies are available for review at the Help Desk in the Library after 6:00 p.m. on the Thursday prior to the Council meeting and at the City Clerk's Office after 8:00 a.m. on Monday.



Planning Division

PLANNING COMMISSION STAFF REPORT

TO: Planning Commission
FROM: Ashley Golden, Principal Planner
DATE: December 1, 2011
SUBJECT: Planning and Zoning Permit No. 09-700-2, City of Oxnard Santa Clara River Trail Master Plan.

- 1) **Recommendation:** That the Planning Commission adopt a resolution recommending that the City Council:
 - a) Adopt the City of Oxnard Santa Clara River Trail Master Plan
 - b) Approve MND 11-03.

- 2) **Project Description and Applicant:** This is a segment of a regional Class I multi-use trail system along the southern bank of the Santa Clara River (SCR). The component in the City of Oxnard extends from Victoria Avenue to Central Avenue. The Master Plan also includes a Class I connection on the east side of Victoria Avenue from the SCR to Gonzales Road. The proposed trail is 4.87 miles long and divided into four (4) segments:
 - **Segment 1:** The western segment of the project site extends approximately 1.5 miles east from N. Victoria Avenue to approximately 2,000 feet west of Highway 101 at a flood control access gate off of N. Ventura Road.
 - **Segment 2:** The middle segment extends from the flood control access gate at the junction of Southbank Road with N. Ventura Road to the east side of Highway 101.
 - **Segment 3:** The eastern segment extends east of Highway 101 for almost 2 miles to Central Avenue.
 - **Segment 4:** The southern segment parallels N. Victoria Avenue from the levee to W. Gonzales Road

Filed by City of Oxnard, Planning Division, 214 South C Street, Oxnard, CA 93030.

- 3) **Existing & Surrounding Land Uses:** The project site is located both within and outside the city boundaries. Those portions within the City are zoned Community Reserve or Residential (R-1, R-3, R-3-PD) with General Plan Designations of Park, Residential Low or Residential Medium. Those portions of this trail located within the County of Ventura are zoned open space

with a general plan designation of open space. The project boundaries are surrounded by a range of land uses. For the segments along the Santa Clara River, to the north are undeveloped lands and riparian habitats within the River's broad channel; to the south a mix of residential and commercial uses as well as the River Ridge Golf Course (RRGC). Segment 4 along Victoria Avenue is adjacent to the RRGC and pockets of residential use, while Victoria Avenue and undeveloped agricultural land lies beyond, to the west.

- 4) Background Information:** In 1991, the Ventura County Watershed Protection District (VCWPD) and the California State Coastal Conservancy (SCC) initiated a management plan for the Santa Clara River and its resources (Santa Clara River Enhancement & Management Plan). In excess of \$1 million in funding and in-kind services was spent developing the Santa Clara River Enhancement & Management Plan (SCREMP). One of the recommendations of the SCREMP was for the enhancement of recreational, education, and public access opportunities. Furthermore the SCREMP specifically encouraged the City of Oxnard to develop Joint Agreements with VCWPD to allow joint use of flood control maintenance roads with hiking and biking opportunities on existing flood control levees (*Riverwide Program 3 of the SCREMP*).

In 2000, the SCC proposed the establishment of the Santa Clara River Parkway. There are three goals of the Santa Clara River Parkway Project:

1. to create and maintain habitat for endangered and threatened species,
2. to provide enhanced flood protection for adjacent private land and public facilities, and
3. to facilitate public access and environmental education, including the creation of a continuous public trail system along the length of the Parkway.

The 2020 General Plan (Page VI-17 & Figure VI-4) and 2002 Bicycle and Pedestrian Facilities Master Plan (BPFMP) identified the Santa Clara River Trail (SCRT). The proposed 2011 City of Oxnard Bicycle and Pedestrian Facilities Master Plan also identifies a trail in this location.

- 5) Environmental Determination:** The proposed development is subject to review in accordance with the State California Environmental Quality Act (CEQA). An initial study was prepared to analyze potentially significant adverse environmental effects of the proposed project. Six areas of concern were identified as potentially being affected:

- Aesthetics
- Air Quality
- Biological Resources
- Hydrology/Water Quality
- Public Services
- Transportation/Traffic

Standard mitigation measures apply to all the areas identified as potentially affected. However, special mitigation measures and discussion focused on the potential impacts on biological resources. This dense growth of native riparian trees, shrubs, and associated vegetation provide habitat for a variety of birds and small animals. The southern riparian scrub and open channel habitats adjacent to the project site are known to support the southern California steelhead trout (*Oncorhynchus mykiss*), a federally endangered species. In addition, the Federal and California endangered least Bell's vireo (*Vireo bellii pusillus*), and California endangered western yellow-billed cuckoo (*Coccyzus americanus accidentalis*) have been recorded in the project vicinity near the US Hwy 101 bridge (California Department of Fish and Game 2009). Further, special status species such as the silvery legless lizard (*Anniella pulchra*

Gray), Townsend's big-eared bat (*Corynorhinus townsendii*), and coast horned lizard (*Phrynosoma coronatum*) are also known to occur in the vicinity. Additional species of concern that could occur due to the presence of potentially suitable habitat and range include the southwestern willow flycatcher (*Empidonax traillii extimus*), arroyo toad (*Bufo californicus*), and California red-legged frog (*Rana aurora draytonii*). However, these species have not been recorded in the project vicinity. The density of plant growth in combination with the linear reach of the River make the riverbed an important wildlife corridor for larger species as well, including coyotes and deer. Biological mitigation measures including surveys and construction outside of nesting times are included to protect the Least Bell's Vireo, southeastern willow flycatcher, western yellow-billed cuckoo, and Burrowing owl. In addition the project must replant native riparian habitat to compensate for any losses of wetlands (if any) and sensitive riparian habitat (e.g., southern riparian or mulefat scrub) and the City shall enhance, restore, or preserve certain areas of similar habitat within the Santa Clara River to ensure that no net loss of these communities occurs.

The draft environmental document consisting of the initial study and recommended mitigation measures (MND 11-03) were made available for the requisite public review and comment period, from September 26, 2011 through October 25, 2011.

Comments on the draft environmental document were submitted by Air Pollution Control District, County of Ventura Public Works Transportation Department, Ventura County Watershed Protection District (VCWPD), Department of Fish and Game (CDFG), and the Ventura Regional Sanitation District (VRSD). These comment letters are included with the environmental document.

Based on the comments received additional mitigation was added to measures D-1 & D-3, clarification of no impact to potential water run off in section I (Hydrology and Water), and additional discussion in section O (Transportation/Traffic) to clarify the traffic distribution resulting from the trail. Because the changes resulted in equal or more effective mitigation measures, project revisions did not create new avoidable effects, and information was added to merely clarify the project, re-circulation of the MND was not necessary (State CEQA Guidelines Sections 15703(a-c)). As such, no significant adverse affects are expected to result from the proposed development as mitigated, and staff recommends that Planning Commission recommends City Council adoption of MND 11-03 (see Attachment A).

6) 2030 General Plan Consistency:

| POLICY | DISCUSSION |
|---|--|
| <i>ICS-8.1 Improved Bicycle and Pedestrian Safety.</i> Promote safety by minimizing conflicts between automobiles, bicycles, and pedestrians with special attention to lighting resources on commercial corridors. | The SCRT is completely separate from automobiles. |
| <i>ICS-8.2 Bicycle Route Plan.</i> Plan a citywide system of safe, efficient, and attractive bicycle routes for commuter, school, and recreational use. Maintain a bicycle route map in the office of the City Traffic Engineer that is widely available for public use. | The SCRT provides safer system completely separate from cars, provides a connection to many schools, and is an attractive unique recreational and educational amenity. |
| <i>ICS-8.3 Completing Bicycle and Sidewalk Network.</i> | The SCRT would connect neighborhoods at |

| POLICY | DISCUSSION |
|--|--|
| <p>Prioritize plans for bicycle and pedestrian facilities that provide continuity, and close gaps in the city's existing bike path and sidewalk network.</p> | <p>the far north west end of the city to various north-south connections in the City (Oxnard Blvd, Ventura Road, Victoria Ave), and will lay the groundwork for countywide trail system to connect from the Pacific Ocean to Los Angeles County.</p> |
| <p><i>ICS-8.6 Americans with Disability Act (ADA) Handicap Requirements.</i> Require installation of ADA compliant handicapped ramp curb-cuts and other ADA access with all new roadway construction and significant reconstruction of existing roadways, parking lots, plazas and pedestrian area, and parks.</p> | <p>The SCRT will be fully ADA compliant.</p> |
| <p><i>ICS-8.14 Connecting Facilities</i> Create a physical link for pedestrian and bicycle traffic between parks and recreation facilities as specified in the Bike and Pedestrian Master Plan.</p> | <p>The SCRT will connect to existing and proposed facilities on Victoria Avenue, Gonzales Road, Ventura Road, and throughout the RiverPark area.</p> |
| <p><i>ICS 13.5 FEMA-Certified Levees.</i> Work expeditiously with County, State, and Federal agencies and the private sector to achieve full certification of Santa Clara River Levees that impact Oxnard and the Planning Area</p> | <p>The master plan was in collaboration with the VCWPD and will not preclude the necessary levee improvements. In some ways the Master Plan may facilitate additional funding sources.</p> |
| <p><i>ICS 23.5 Resident Access to Scenic Areas and Ormond Beach.</i> Work with appropriate organizations and agencies to provide Oxnard residents with access and possibly interpretive and/or visitor centers to natural/scenic areas such as the Santa Clara River Greenbelt, Ormond Beach, and Oxnard Dunes consistent with resource protection objectives.</p> | <p>The master plan includes interpretive signage to enrich the trail user experience, focusing attention on the unique attributes of the local community, and providing educational opportunities.</p> |
| <p><i>ER3.1 Preservation of Riparian Habitat</i> Require the preservation and enhancement of the riparian habitat along the Santa Clara River, Edison Canal, the McGrath Lake vicinity, and within the Ormond Beach wetlands.</p> | <p>Mitigation measures require preservation of the habitat.</p> |
| <p><i>CD 7.3 Urban Village Trail and Open Space Connections.</i> Include trails (pedestrian and bicycle) and open space areas, where feasible within urban village areas. These facilities shall create a network that links urban villages and other neighborhoods to each other.</p> | <p>The SCR connects to the North Oxnard Transit Enhancement District (NOTED) identified in the 2030 General Plan via connections to existing and proposed bicycle facilities in the Village and RiverPark communities.</p> |

7) Master Plan:

- a) **General Discussion:** The Master Plan evaluates a 4.87 mile Class I multi-use trail along the southern bank of the Santa Clara River (SCR) and a connection from the SCR at Victoria Ave to Gonzales Road. The flood control levee built along the SCR provides a unique opportunity to

connect the communities, recreational areas, and commercial uses in North Oxnard via a bicycle and pedestrian path. A trail along the levee also provides public access to one of the region's most eminent environmental resources without causing undue disturbance to the natural habitat found in the riverbed. The plan objective is to develop a prototypical trail for county-wide implementation (Harbor Blvd to Highway 101 and a connection from the Santa Clara Valley Heritage Trail between Santa Paula and Santa Clarita). To implement this objective the following goals were established:

- Provide a safe, scenic & inclusive experience
- Create a low maintenance trail that provides maintenance and emergency vehicle access
- Connect to trails, schools, parks, & key destinations
- Provide education opportunities for trail users
- Respect the functional role of the river, the ecosystems, and adjacent property owners.

The Master Plan includes a review of existing settings and conditions, an analysis of gaps and geographic impediments, public outreach, the entitlement process, design guidelines, benefit cost analysis, a phasing plan, and funding sources.

b) Trail Design: In most locations the trail will be on top of stream bank protection (SBP) or a levee. Guidelines have been established for the typical trail cross section, surfacing options, access controls (bollards & fencing), trail amenities and signs. The recommended width for the SCRT is a 12' paved trail with 2' graded earth shoulders. An 8' vertical clearance free from vegetation is required by the VCWPD along areas of levee and flood protection. The master plan analyzed a variety of pavement options and determined that concrete was the best option. Other trail amenities are proposed such as lighting, benches, trash receptacles, drinking fountains, bicycle parking, and signs. Gateways with entry features are proposed at 3 location, and 9 trail access or wayfinding signage locations are proposed.

c) Opportunities and Constraints: Each segment is characterized by different land uses, levee/SBP conditions, circulation patterns and aesthetics. Below is a discussion of each segments opportunities and constraints.

- **Segment 1 Opportunities and Constraints:**

1. The (SBP) is wide in this area providing ample width for the trail
2. Mature trees will provide shade along this segment
3. The trail would connect to existing Class II bike lanes at both Victoria Avenue and Ventura Road
4. Methane gas extraction wells (related to the previous landfill use of the RRG) limit width of trail and may require extra protection
5. The trail is secluded in some area requiring safety considerations
6. Trail construction is outside the city limits and will require VCWPD and VRSD approval

- **Segment 2 Opportunities and Constraints**

1. Connections to existing Class I and Class II facilities to downtown, residential neighborhoods, and shopping areas
2. Final design is contingent on VCWPD pending levee improvements
3. The railroad piers create a narrow point for the trail

4. Highway 101 under crossing doesn't allow for trail users to stay on top of the levee
5. Areas of potential biological impacts

▪ **Segment 3 Opportunities and Constraints**

1. The SBP is wide in this area providing ample width for the trail
2. Great views to the mountains and river
3. Connections to existing and proposed bicycle facilities, residential neighborhoods, schools, parks and shopping
4. Trail construction will need to follow necessary levee improvements
5. Not many trees to provide shade along this segment

▪ **Segment 4 Opportunities and Constraints**

1. The City of Oxnard owns the property, but it is outside the city limit.
2. Removal of trees may be required

- d) **Cost & Phasing:** The construction costs for the Santa Clara River Trail will depend on a number of factors, most specifically, the final alignment and design of the trail segments. Preliminary estimates for construction are based on unit costs and estimates needed for grading and paving a 12-foot-wide concrete trail and the recommended trail amenities. The total estimated cost for the preferred alignment of the Santa Clara River Trail is just over \$7.1 million in 2011 dollars. The total estimated annual maintenance for the Santa Clara River Trail is approximately \$36,500, based on the estimated length of just under 5 miles.

The \$7.1 million project is divided into four phases to be built over ten years. The phasing ensures a logical sequence of implementation. Furthermore, grant amounts have typically been in the \$1 million to \$3 million range and often require minimum local matches. Therefore, breaking the project into 4 smaller projects with costs between \$875,000 and \$2.6 million allows the City to actively pursue grant opportunities. At this time there is no money budget for the construction of the project.

- 8) **Community Input:** A 17 person SCRT Stakeholder Committee and a 12 person SCRT Technical Advisory Committee provided input and guidance to the City of Oxnard and consultants during the master planning process. In addition a public workshop was held on June 14, 2010 and a Transportation Policy Committee meeting was held on October 27, 2011 to gather input on the Master Plan. Appendix B of the Master Plan includes the meeting notes.

The Master Plan and MND 11-03 were made available for public review September 26, 2011 through October 25, 2011. During that time the City received comments on the MND as noted in section 5 of this report. Changes to the Master Plan to merely clarify the project did not include a trail through the RRG, that Victoria Ave is not within the City limits, and members of the TAC, Stakeholders, and Partners, including technical and grammatical edits were also made throughout the document.

9) 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. Mitigated Negative Declaration #11-03, with Comments
- B. City of Oxnard Santa Clara River Trail Master Plan (provided under separate cover)
- C. Resolution

| |
|--------------------------|
| Prepared by: _____ AG |
| Approved by: _____ SM |

RESOLUTION NO. 2011-43

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT CITY COUNCIL APPROVE THE CITY OF OXNARD SANTA CLARA RIVER TRAIL MASTER PLAN. FILED BY CITY OF OXNARD PLANNING DIVISION, 214 SOUTH C STREET, OXNARD, CA 93030.

WHEREAS, the Bicycle Facilities Master Plan adopted in 2002 (and pending 2011/2012 Bicycle and Pedestrian Facilities Master Plan) and the 2020 and 2030 General Plans identify the Santa Clara River Trail (SCRT) to improve bicycling, walking, and recreational opportunities within the City; and

WHEREAS, the SCRT provides a facility for pedestrians and bicyclists to enjoy the benefits of walking and bicycling both to work and school 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 Santa Clara River Trail Master Plan on June 10, 2010; and

WHEREAS, the Planning Commission of the City of Oxnard has considered the Santa Clara River Trail Master Plan; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning Division Manager provided public notice of the intent of the City to adopt a mitigated negative declaration (MND 11-03) for this project, and the Planning Commission has considered the proposed mitigated 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 MND 11-03 and the approval of the Santa Clara River Trail 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: Huber, Guevara, Stewart, Murguia, Nash, Mullin

NOES: Commissioners: None

ABSENT: Commissioners: Medina



Patrick Mullin, Chairman

ATTEST: 

Susan L. Martin, Secretary

CITY COUNCIL OF THE CITY OF OXNARD

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING THE CITY OF OXNARD SANTA CLARA RIVER TRAIL 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 (and pending 2011/2012 Bicycle Pedestrian Facilities Master Plan) and the 2020 and 2030 General Plans identify the Santa Clara River Trail (SCRT) to improve bicycling, walking, and recreational opportunities within the City; and

WHEREAS, the SCRT would provide a facility for pedestrians and bicyclists to enjoy the benefits of walking and bicycling to work and school, and a healthy and safe form of recreation;

WHEREAS, the City hosted a public workshop on the SCRT Master Plan June 10, 2010; and

WHEREAS, the Planning Commission of the City of Oxnard recommended adoption of the SCRT Master Plan on December 1, 2011; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning Division Manager provided public notice of the intent of the City to adopt a mitigated negative declaration for this project, and the City Council, which considered the proposed mitigated negative declaration together with any comments received during the public review process, finds on the basis of the whole record before it (including the initial study and any comments received) that with the imposition of mitigation measures as conditions of approval there is no substantial evidence that the project will have a significant effect on the environment, and further finds that the mitigated negative declaration reflects the independent judgment and analysis of the City; and

WHEREAS, the documents and other materials that constitute the record of proceedings upon which the decision to adopt the mitigated negative declaration is based is located in the Planning Division of the City of Oxnard, and the custodian of the record is the Planning Division Manager; and

WHEREAS, the City Council finds, after due study, deliberation and public review, that the following circumstances exist:

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

NOW, THEREFORE, the City Council of the City of Oxnard resolves to adopt Mitigated Negative Declaration No. 11-03 and approve the Santa Clara River Trail Master Plan on file with the Planning Division Manager.

PASSED AND ADOPTED this ____ th day of _____, 2012, by the following vote:

AYES:

NOES:

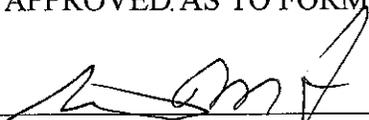
ABSENT:

Dr. Thomas E. Holden, Mayor

ATTEST:

Daniel Martinez, City Clerk

APPROVED AS TO FORM:



Alan Holmberg, City Attorney